

**MILKMAID**  
**XMAS**  
**COMPETITION**  
SEE LAST PAGE.  
[63-3]

# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

IN PREPARATION.  
**THE DIRECTORY AND CHRONICLE FOR 1914.**  
Complete Edition ... \$10.00  
Smaller ... 6.00  
Order now direct, or from the Agents.  
Agents in all the Foreign Settlements throughout the Far East.

No. 17,347. 號七十四百三千七萬一第 日二十月一十年癸亥 HONGKONG, TUESDAY, DECEMBER 9th, 1913. 二拜禮 號九月二十年二國民華中 PRICE, \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
In Casks 87½ lbs. net  
In Bags 250 lbs. net.  
**SHUWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 9th December, 1913. [1407]



**MITSUBISHI GOSHI KWAISHA**  
**(MITSU BISHI CO.)**  
**COAL DEPARTMENT**

SOLE PROPRIETORS OF TAKASIMA,  
OCHI, MUTABE, YOSHINOTANI,  
KIOHIDAKE, HOJO, KANADA,  
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Cable Address for above: "WASAKI."  
Codes: A1, A.B.C. 5th Ed., Western Union.

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For Particulars, apply to—  
K. KATO,  
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No. 2, Pedder Street, Hongkong.  
Hongkong, 24th April, 1913. [609]

## SIEN TING.

**SURGEON DENTIST.**  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 22nd September, 1913. [1101]

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By popular English Manufacturers. In  
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SHOT.** From No. 10 to SSSG. at \$9, \$7  
and \$7.50 per 100. SPORTING REQUIS-  
ITES and AIR GUNS in Variety.  
Inspection Invited.

**W. SCHMIDT & Co.**

Hongkong, 18th October, 1913. [1218]

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ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Mer-  
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chandlers. Nos. 35 and 37, HING LONG  
SANG (2nd St. West of Central Market).  
Telephone No. 515. [56]

**PEAK TRAMWAY COMPANY,**  
**LIMITED.**

## TIME TABLE.

**Week Days.**  
7.00 a.m. to 8.00 a.m. ... Every 15 minutes.  
8.00 " " 10.00 " " " " 10 " "  
10.00 " " 11.00 " " " " 15 " "  
11.30 " " 12.45 p.m. " " " " 15 " "  
12.45 p.m. " 1.15 " " " " 10 " "  
1.15 " " 1.45 " " " " 15 " "  
1.45 " " 2.15 " " " " 10 " "  
2.15 " " 5.00 " " " " 15 " "  
5.00 " " 8.10 " " " " 10 " "

**NIGHT CARS.**  
1.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.  
Every Half-Hour.  
11.00 p.m. to 11.45 p.m.  
Every Quarter-Hour.

**Sundays.**  
8.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 " " 11.00 " " " " 10 " "  
11.45 " " 12.00 noon " " " " 15 " "  
12.00 noon " 1.00 p.m. " " " " 15 " "  
1.00 p.m. " 5.00 " " " " 15 " "  
5.00 " " 8.00 " " " " 10 " "  
8.00 " " 7.00 " " " " 15 " "

**NIGHT CARS** as on Week Days.  
Saturdays  
Extra Car at 12 Midnight.

**SPECIAL CARS** by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Vaux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
2, Lungtong, 1st October, 1913. [1152]

## THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkin's.

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Every description of repair work is undertaken. A large assortment of material  
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92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private  
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Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

[712]

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## MANCHURIA RAILWAY.

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AND EUROPE, VIA DAIREN.**

**TIME TABLE TO APRIL 30th, 1914.**

**THREE WEEKLY EXPRESS TRAIN SERVICE**, composed of excellently equipped  
Dining, and First and Second Class Sleeping Cars, is operated between Dairen and  
Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai  
Direct Mail Steamer Service by the **KOBE MARU** and **SAKAKI MARU** (each Equipped  
with Wireless Telegraph) as follows:—

NORTH BOUND.				SOUTH BOUND.			
Class	Train	Days	Time	Class	Train	Days	Time
1st	Shanghai (Steamer)	1st	Mon.	1st	Shanghai (Steamer)	1st	Mon.
2nd	Shanghai (Steamer)	2nd	Tue.	2nd	Shanghai (Steamer)	2nd	Tue.
3rd	Shanghai (Steamer)	3rd	Wed.	3rd	Shanghai (Steamer)	3rd	Wed.
4th	Shanghai (Steamer)	4th	Thu.	4th	Shanghai (Steamer)	4th	Thu.
5th	Shanghai (Steamer)	5th	Fri.	5th	Shanghai (Steamer)	5th	Fri.
6th	Shanghai (Steamer)	6th	Sat.	6th	Shanghai (Steamer)	6th	Sat.
7th	Shanghai (Steamer)	7th	Sun.	7th	Shanghai (Steamer)	7th	Sun.

\* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train Berth Fee.  
**THE "SAKAKI MARU."**—This vessel, which leaves Shanghai every Monday  
and connects with the Wagon Lits service on the Trans-Siberian Railway, is a new Turbine  
Steamer of 3,450 tons specially built for the Shanghai-Dairen Line. She has a speed of  
19 knots per hour, and is fitted with every up-to-date appliance for comfort, safety, and con-  
venience. Accommodation: 63 First-Class (including 4 special cabins and 3 family cabins),  
20 Second-Class, and 104 Third-Class. First voyage from Shanghai, August 18th.

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Thrice-Weekly Express Service between Changchun and Fusan without change, establishing  
direct link between the Trans-Siberian Express Service and the Imperial Japanese Govern-  
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Tokyo by rail with the exception of the short passage between Fusan and Shimonoseki.  
London to Tokyo in 13 days; Peking to Tokyo in 4 days.

**RAILWAY HOTELS.**—**YAMATO HOTEL** (Tel. Add. Yamato). At  
Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in  
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all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the

**SOUTH MANCHURIA RAILWAY CO., DAIREN.**

Tel. Add.: "MANCHURIAN." Codes: A.B.C. 5th Ed., A1, and Lieber's

For Passage, apply to—  
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**APPLICATIONS FOR AGENCIES IN  
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Should be sent to our Agent:—

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## CHINESE GOVERNMENT RAILWAYS, TIENTSIN-PUKOW LINE.

NOTIFICATION NO. 218.

IT IS HEREBY NOTIFIED that the NEW SCHEDULE for our Express Service  
will come into force on and after the 1st DECEMBER, 1913, connecting with the Trains  
of PEKING-MUKDEN LINE, SHANTUNG-EISENBahn AND SHANGHAI-NANKING LINE  
as follows:—

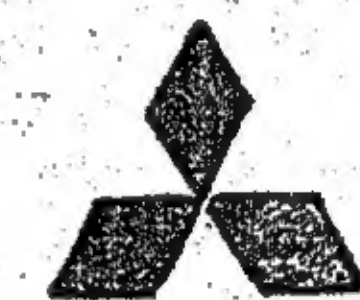
DOWN TRAIN.			
Tientsin-East	Peking-Mukden Train de Luxe from Mukden	arr. 10.35 a.m. Sat.	
Nanking	Tientsin-Pukow Express	leave 11.20 " "	
Tientsin-Central	Peking-Mukden Mail Train from Peking	arr. 11.25 " "	
do.	Tientsin-Pukow Express	leave 11.48 " "	
Tsinanfu	Shantung-Eisenbahn Express from Tsingtau	arr. 5.59 p.m. "	
do.	Tientsin-Pukow Express	leave 8.12 " "	
Pukow	Tientsin-Pukow Express	arr. 1.13 " Sun.	
Nanking	Shanghai-Nanking Express to Shanghai	leave 2.35 " "	
Shanghai	Shanghai-Nanking Express	arr. 8.20 " "	

UP TRAIN.			
Shanghai	Shanghai-Nanking Express	leave 7.10 a.m. Mon.	
Nanking	Shanghai-Nanking Express	arr. 12.30 p.m. "	
Pukow	Tientsin-Pukow Express	leave 1.45 " "	
Tsinanfu	Tientsin-Pukow Express	leave 6.40 a.m. Tues.	
do.	Shantung-Eisenbahn Express to Tsingtau	leave 8.00 " "	
Tientsin-Central	Tientsin-Pukow Express	arr. 2.35 p.m. "	
do.	Tientsin-Pukow Express	arr. 2.55 " "	
Tientsin-East	Peking-Mukden Mail Train to Peking	leave 3.45 " "	
do.	Peking-Mukden Train de Luxe to Mukden	leave 1.25 a.m. Wed.	

N.B.—Intending through passengers from Peking on Saturdays are requested to change  
Train at the Tientsin-Central Station, not the Tientsin-East Station.

Tientsin, 20th November, 1913

[1377]



## MITSUBISHI DOCKYARD AND ENGINE WORKS.

A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrado Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's  
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and Famous Steam Turbines, etc., etc.

**AT NAGASAKI.**—Telegraphic Address: "DOCK," NAGASAKI.

	Length on Keel-Blocks	Breadth at Entrance on Bottom	Depth of Water on Keel-Blocks
3 Dry Docks	No. 1 ... 510 ft.	77 ft.	26 ft.
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	No. 3 ... 714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready  
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**AT KOBE.**—Telegraphic Address: "WADADOCK," KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
Max. Breadth " " " "	56 "	69 "
Max. Draft " " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.  
Floating Shovel, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.  
28th May, 1913. [720]

## BREWER & CO.,

PEDDER STREET—(Adjoining Hongkong Hotel Main Entrance)

TELEPHONE No. 698.

Black Silence, by Marie C. Leighton	\$1.75	Shipmaster's Handbook to the Merchant	\$4.00
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Wealo	1.75	<b>CALENDARS.</b>	
Millionaire's Island, by Max Pemberton	1.75	<b>ANNUALS: BOOKS FOR BOYS</b>	
The Corydon Family, by Mrs. Humphrey	1.75	<b>AND GIRLS.</b>	
Ward	1.75	<b>CHRISTMAS NUMBERS.</b>	
The Winds of God, by Hamilton	1.75	Graphic, Holly Leaves, London News,	
Drummond	1.75	Sphero, Pears, &c.	
The Mischief Maker, by E. Phillips	1.75		
Oppenheim	1.75		

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Requires only the addition of cold water to be ready for use.

Absolutely dependable in its results.

**MANY ARTISTIC TINTS STOCKED IN HONGKONG.**

**PARTICULARS OBTAINABLE ON APPLICATION TO THE MAKERS:**

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837-4]

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Large Airy Public Rooms.  
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Perfect Sanitation.  
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European Baths and Sanitary Fittings.  
Hot and Cold Water System Throughout.  
Best of Food and Service.  
Hotel Launch Meets All Steamers.  
Telephone No. 373.  
Tel. Address: "VICTORIA."  
R. H. NORTH,  
Manager.

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A FIRST CLASS AND UP-TO-DATE  
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Renders Selections during TIFFIN and  
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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly  
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CUISINE ENTIRELY UNDER EURO-  
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MEETS ALL STEAMERS. Monthly Rates  
for Tiffin and Dinner. Special Rates for  
married families on application.  
FREDERICK REICHMANN,  
Proprietor.

TELEPHONE No. 197.  
TELEGRAPHIC ADDRESS: "COMFORT,"  
Hongkong.

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FIRST-CLASS RESIDENTIAL and  
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Comfort, Health and Convenience. Telephones  
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Fifteen Minutes from Principal Landing  
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Cuisine, Roof Garden and Social Rooms.  
European Runner meets Steamers.  
P. O. PEUSTER,  
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PRIVATE HOTEL.

STANDING in its own grounds, with  
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Airy and Well Furnished Rooms, every home  
comfort. Fine View of the Harbour.  
Apply to—  
Mrs. F. W. WATTS,  
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Telegraphic Address: "VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION.

### MACAO HOTEL

MACAO.

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Both Hotels electrically lighted, and under  
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Guides and CHAUFFEURS PROVIDED.  
Every Information and Special Attention  
given to Tourists.

REASONABLE RATES.

WM. FARMER,  
Proprietor.

[1025]

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FURNITURE and PHOTO GOODS  
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Photographic Goods of Every Description  
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Developing, Printing and Enlarging.  
Canton Marbles in Various Shades.  
Telephone 1219.  
Hongkong, 16th April, 1913. [584]



## INTIMATIONS

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WINE &amp; SPIRIT MERCHANTS.

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WINES.**

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VERY SUPERIOR OLD PORT WITH  
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Per Dozen \$29.80

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SUPERIOR PALE DRY.

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These Wines are specially recommended,  
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Only communications relating to the  
news column should be addressed to THE  
EDITOR.

Correspondents must forward their  
names and addresses with communica-  
tions addressed to the Editor, not for  
publication but as evidence of good faith.  
All letters for publication should be  
written on one side of paper only.

No anonymously signed communica-  
tions that have already appeared in  
other papers will be inserted.

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Telegraphic Address: PRESS.  
Codes: A.B.C. 8th Ed. Lieber.  
P.O. Box, 84. Telephone No. 12.

## BIRTH.

TAVARES.—On November 28th, at Shang-  
hai, the wife of J. M. TAVARES, of a  
daughter.

## DEATH.

O'SHEA.—On December 3rd, at the General  
Hospital, Shanghai, HENRY DAVID  
PATRICK O'SHEA, aged 49 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, DECEMBER 9th, 1913.

JAPAN is much concerned at the present  
time over another "conspiracy," not in  
Korea this time, but in Formosa, where, it  
is alleged, a number of Chinese and  
Formosan natives have been plotting to  
drive out the Japanese Government and  
restore the island to China. Upwards of 270  
persons who are suspected of having been  
concerned in the plot are under arrest await-  
ing trial by Courts which have been specially  
established for the purpose. If we may  
venture to form an opinion on the basis of  
the reports which have been sent from  
Formosa and published in the Press of  
Japan, we should say that there is as little  
need for the Government of Japan to feel  
alarmed over the security of her hold upon  
Formosa as there was for apprehension  
over the "great conspiracy" in Korea a  
year or two ago. It will be remembered that  
when the Courts had investigated the allega-  
tions made against a hundred and twenty  
Koreans whom the Police had arrested on  
a charge of being implicated in a conspiracy  
—which the police evidence sought to prove  
had been largely encouraged, if not initiated,  
by American missionaries—all were liberated

but six or six. It is not improbable, we  
think, that the "great conspiracy" in  
Formosa will be found to be equally devoid  
of any substantial truth. "The main  
features of the conspiracy," we read, "were  
that the Chinese Revolutionary forces were  
to come to attack Formosa shortly, and that  
men should be collected in Formosa who  
would rise simultaneously with the advent  
of the Revolutionary forces and massacre  
the Japanese." According to a confession  
alleged to have been made by one of the  
leading spirits of the movement, the  
Chinese were to tell the Formosans that  
they came from Chinese stock and that the  
Chinese deeply sympathised with them in  
their subjection to the tyrannical rule of  
the Japanese and had therefore sent leaders  
to organise an army of a hundred thousand  
Formosans who would act in concert with  
the Chinese force when it landed, in  
killing off the Japanese and ensuring  
a restoration of Chinese rule. The  
newspaper reports say that, "Among those  
who joined the conspiracy are found  
teachers of public schools and assistant  
police, who are fairly well educated,  
others who once held such posts, and some  
who received Japanese education at medical,  
Japanese language, and other public schools,  
and even men of good means, high personal  
reputation and knowledge, and respected as  
men of high local standing." When arrested  
by the police they were perfectly composed  
and even arrogant in their behaviour.

They are represented as ready to die for  
"the cause." There is one little item of  
information in the mass which when the  
Courts come to investigate the affair may  
supply the key to this very sensational  
little adventure. We are told that those  
who joined the conspiracy were each made  
to contribute a sum of from fifty to eighty  
yen, while those who undertook the work of  
recruiting and organising bodies of men  
were promised appointments as Commanders  
or Generals, according to the number of  
men they enrolled, the salaries attaching to  
these appointments ranging from 10 yen to  
80 yen a month. Presumably the 270  
"suspects" are men who have paid the  
membership fees. What is lacking in the  
reports we have seen is any statement  
as to payments out by the men who  
collected the membership fees. In short,  
the whole story suggests that it is a little  
enterprise on the part of the leaders in the  
conspiracy for netting "membership  
fees." The statement that the "Revolution-  
ary forces in China" entertained an idea of  
an expedition to China is too transparently  
absurd to be seriously discussed, and if, as  
is alleged, a letter purporting to be signed  
by YUAN SHIH-KAI has been used to  
satisfy doubting Formosans that the  
Chinese Government were in earnest in the  
matter, we may be sure that it was a forgery.  
Ignorant Formosans may have been deceived  
by such a trick, but the very fact that the  
PRESIDENT of the Chinese Republic is  
represented as lacking the designs of "the  
Revolutionary forces in China" plainly  
indicates that this "great conspiracy" may  
turn out to be nothing more than an  
unscrupulous effort on the part of a  
handful of individuals to profit by the  
cupidity of the natives. At the same time,  
if any large number of people of "high  
personal reputation and knowledge" have  
been duped by these representations, it is  
evidence of grave discontent, the causes of  
which the Japanese Government would be  
well advised to investigate.

The English mail of the 8th November  
was delivered in London on 5th December.

Mr. and Mrs. H. J. Gedge returned to  
the Colony yesterday, arriving by the s.s.  
Siberia.

The Police Authority in Peking has  
issued a proclamation prohibiting the  
purchase of girl slaves by houses of  
ill-fame.

Lieut.-Colonel F. J. Moberly, D.S.O.,  
25th Punjab, who arrived from India  
on board the P. & O. s.s. Delta, on 5th  
inst., has been taken on the strength of  
the Command accordingly.

Mr. E. T. Williams, who until lately  
has been American Charge d'Affaires  
at Peking left last week to take  
up the post of Director of the Asiatic  
Bureau in the State Department.

Mr. John Quincey, the fifth son of Mr.  
William Quincey, a pensioner of the  
Hongkong Police Force, and now Police  
Deputy on the Shanghai-Nanking Rail-  
way, has passed with honours for his  
final London B.A. degree.

The attention of travellers to North  
China is directed to the new schedule of  
the express service on the Tientsin-  
Pukow line, advertised on our front  
page. The trains on this line connect  
with trains of the Peking-Mukden line,  
the Shantung-Eisenbahn and the Shang-  
hai-Nanking line.

There were three cases of plague in the  
Colony last week (all fatal); four cases  
of diphtheria (one fatal) and three cases  
of enteric fever. Three of the diphtheria  
cases were British, and one of the enteric  
cases was a German.

The Church Missionary Gleaner pub-  
lishes a very interesting article from  
the pen of the Rev. N. C. Pope, Chaplain  
of St. Andrew's, Kowloon, under the  
caption of "A Wide Open Door." The  
article is written from notes extracted  
from the rev. gentleman's diary concern-  
ing his journey to Yunnanfu with the  
Bishop of Victoria last June.

The Royal Humane Society has award-  
ed to Mr. G. W. Sewell, cashier in the  
service of Messrs. Deacon, Looker,  
Deacon & Harston, the Society's honorary  
testimonial inscribed on vellum, for  
having on the 22nd June, 1913, gone to  
the rescue of Tsu Fuk, who was in  
imminent danger of drowning in the  
harbour at Hongkong and whose life he  
gallantly saved.

The death occurred last week at  
Shanghai of Mr. Henry O'Shea, a well-  
known journalist, who had been con-  
nected with three or four Shanghai  
papers during the past twenty years or  
more, and was the correspondent of  
several leading British and American  
papers. He had been ill for many weeks  
and succumbed after a surgical opera-  
tion. He was 49 years of age.

Much excitement was created in the  
neighbourhood of Nathan Road, Kow-  
loon, yesterday, at about a quarter-past  
one, when an Indian suddenly ran amok.  
He frightened several people by chasing  
them, and upset a Chinese cyclist who  
happened to be riding in the vicinity.  
He was tackled by three European  
soldiers, but the Indian held them at bay  
for some while. He took a belt from one  
of the soldiers and used it effectively as  
a weapon of defence and offence. Ulti-  
mately the madman was cowed with  
bamboo poles, and having been bound  
with ropes, he was conveyed to the mili-  
tary compound.

An armed robbery was attempted at  
No. 37, Elgin Street on Sunday night  
by four men. The house was occupied  
by a married woman, who, hearing a  
knock at the door, went to see who was  
there. One of the men said he had a  
letter to deliver, and the woman accord-  
ingly opened the door, whereupon the  
robbers rushed into the house. Two of  
them were armed with swords, and they  
threatened the woman. She screamed,  
however, and a robber then struck her on  
the head with his sword, causing a nasty  
wound. One of the robbers was captured,  
but the others made good their escape.

MR. R. H. CROFTON APPOINTED  
TO ZANZIBAR.

Mr. R. H. Crofton, chief clerk in the  
Colonial Secretary's Office, has been  
appointed Assistant Chief Secretary to  
the Government at Zanzibar, and will be  
leaving Hongkong about a month hence  
to take up his new post.

Mr. Crofton, who is a B.A. of Cam-  
bridge, came to Hongkong in 1903, having  
previously been an examiner in the  
Exchequer and Audit Department, London.  
Six months after his arrival in the  
Colony Mr. Crofton was appointed  
Acting Local Auditor, which post he held  
for nearly twelve months, and in March,  
1905, he was appointed Chief Clerk in  
the Colonial Secretary's Office. During  
the greater part of the period which has  
since intervened Mr. Crofton has been  
Acting Assistant Colonial Secretary and  
Clerk of Councils.

Mr. Crofton will carry with him to  
Zanzibar the best wishes of a wide circle  
of friends in Hongkong by whom he is  
held in the highest respect and esteem.

MAIDEN TRIP OF THE S.S.  
"TAISHAN."

The Hongkong, Canton and Macao  
Steamboat Co.'s new steamer Taishan  
made her first trip to Macao on Sunday  
with a good number of excursionists and  
complement of general cargo on board.  
The voyage was a most successful one  
and everything worked quite smoothly.  
No risks were taken, but under an  
easy head of steam she took the lead of  
all competitors and led the way on both  
trips. This steamer is a distinct advance  
in comfort and suitability for the trade  
and the Steamboat Company deserves the  
support of the public for placing such  
an up-to-date boat on the line, while the  
Hongkong and Whampoa Dock Co. merit  
great praise for their work of construct-  
ing such a noble vessel.

The Steamboat Co.'s str. Heungshan  
has gone to Kowloon Dock for her repairs  
and annual survey.

The Sui Tai, having passed her survey,  
resumed her run yesterday, relieving her  
sister-ship, the Sui An, which went over  
to the Dock.

## TELEGRAMS. TELEGRAMS.

[THROUGH ROUTER'S AGENCY.]

THE EMBARGO ON ARMS IN  
ULSTER.

HOAXING THE POLICE.

LONDON, December 8th.

The Customs authorities in Ulster are  
most active, scouring the coasts on  
bicycles to prevent gun-running.

The situation is not without its  
ludicrous side. The police at Portrush,  
learning of the arrival of a consignment  
of "arms," hurried to the Station and  
opened a number of cases, amid the jeers  
of the crowd. The cases were found to  
contain dummy wooden guns, destined  
for the local Boy Scouts.

EXPLOSION OF CARTRIDGES IN A GARAGE.

There were exciting scenes at Belfast at  
a fire in a garage belonging to a local  
stockbroker, in which a quantity of  
cartridges were stored. There were con-  
tinuous explosions for about 20 minutes.  
The showers of debris prevented the  
approach of the firemen, one of whom was  
badly injured.

## THE HOME RULE CONTROVERSY.

LONDON, December 8th.

Mr. Devlin, M.P., the leader of the  
extreme section of the Nationalists,  
speaking at Rathfriland, said that if the  
principle of an Irish Parliament were  
conceded, the Nationalists would go a  
great deal further than halfway to meet  
the Unionists in Ireland. They did not  
want separation.

INTERNECINE STRIFE IN  
ALBANIA.

SANGUINARY CLAN FIGHT.

CETINJE, December 8th.

A number of persons were killed and  
wounded in a sanguinary faction fight  
between two Albanian clans at Skutari.  
The International authorities intervened,  
whereupon the combatants retired outside  
the town, and resumed the conflict.

## DUBLIN STRIKE ENDED.

AGREEMENT ON ALL POINTS BUT ONE.

LONDON, December 8th.

An official statement by the Dublin  
employers says that an agreement has  
been reached on all points but one, includ-  
ing the abandoning of sympathetic strikes,  
no strike to be called without a ballot, and  
the re-organisation of the transport  
workers on Trades Union lines. The re-  
instatement of strikers was the only out-  
standing question, and this led to a  
collapse at the last moment.

SUFFRAGETTE LEADER  
RELEASED.

LONDON, December 8th.

Mrs. Pankhurst has been released from  
Exeter prison after three days' "thirst"  
strike.

The announcement of the release was  
received with wild enthusiasm by the  
Suffragettes at a meeting at Earl's Court,  
at which £14,000 was collected.

THE GREAT WESTERN RAILWAY  
STRIKE.

SETTLEMENT A SEVERE BLOW TO STRIKERS.

LONDON, December 8th.

The settlement of the strike in South  
Wales is a most severe blow to the  
strikers. The Company was very firm in  
refusing to reinstate the two engine-  
drivers.

Mr. J. Thomas, M.P., warns the men  
to profit by their present fatal mistake,  
and to check the anarchy which could  
only end in disaster to themselves and  
ruin to the trades unionists participating.

## THE JAPANESE NAVY.

TOKYO, December 8th.

The new programme of Naval con-  
struction provides for three battle-  
cruisers.

## THE FRENCH POLITICAL CRISIS.

PARIS, December 8th.

M. Doumergue is confident of being  
able to form a Cabinet of Radicals. M.  
Caillaux will probably be Minister of  
Finance and M. Viciani Minister of  
Instruction.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE WHEELER CASE.

TOKYO, December 8th.

The appeal by Mr. Wheeler, of Messrs.  
Genz, Wheeler, & Co., against the sentence  
passed upon him some time ago for  
alleged fraud, has been confirmed. Mr.  
Wheeler will now appeal to the Court of  
Cassation.

## DEATH OF MR. W. DENING.

TOKYO, December 8th.

The death has occurred of Mr. Walter  
Dening, Professor of English at the  
Second High School, Sendai, at the age  
of 47.

[The late Mr. Dening was originally a  
missionary under the Church Missionary  
Society, but relinquished holy orders in  
1885, and took service under the Japanese  
Educational Department.]

## JAPANESE PRINCE ILL.

TOKYO, December 8th.

His Imperial Highness Prince Higashi-  
Fushimi is ill.

## WEDDINGS.

CLARK-HUMPHREYS.

A very large congregation assembled  
at St. John's Cathedral yesterday  
afternoon to witness the marriage  
of Mr. Douglas Edward Clark and Miss  
Dorothy Humphreys, daughter of Mr.  
Henry Humphreys. The Rev. V. H.  
Copley Moyle (Chaplain of the Cathed-  
ral) officiated at the ceremony. The bride,  
who was given away by her father, wore  
a dress of champagne, with train of satin  
and silver brocade. The brides-  
maids were the Misses Dorothy and Alice  
Gordon, who were attired in dresses of  
white crepe de chine, with coats of pink  
and black picture hats with large pink bows.

Mr. W. D. Jupp discharged the duties  
of "best man." The service was fully  
choral, the hymns sung being "O Father  
all creating" and "O Perfect Love,"  
and at the conclusion of the ceremony  
Mr. Denman Fuller played Mendel-  
sohn's wedding march. A reception was  
afterwards held at home, "Jan Mor,"  
the residence of Mr. and Mrs. Henry  
Humphreys, where a very large number  
of friends assembled to congratulate the  
newly-wedded pair. The honeymoon is  
being spent in Japan.

## GUTERRES-GRILL.

A very pretty wedding took place on  
Saturday, the 29th ult., at the Roman  
Catholic Church, Kobe, the contracting  
parties being Mr. J. M. A. Guterres, of  
Kobe, and Miss Camilla Maria Grill, of  
Macao, the ceremony being per-  
formed by the Rev. P. Page. The bride  
was attended by two bridesmaids, Miss  
Guterres, daughter, and Miss Carmelita  
Ferreira, cousin of the bridegroom, and  
was led to the altar and given away by  
Mr. A. T. Guterres. The witnesses were  
Mr. F. A. de Jesus and Mr. N. F.  
Guterres. Mr. B. M. Botelho presided  
at the organ, and played a Roman  
March, by Clarke, as the bride entered  
the church, and afterwards played  
Mendelssohn's Wedding March.

After the religious ceremony a recep-  
tion was held at the residence of the  
bridegroom, where friends of the happy  
couple gathered to offer their congratula-  
tions. The wedding presents were very  
numerous, amongst them being some very  
pretty and valuable gifts sent by the  
bride's friends in China. The honey-  
moon is being spent at Miyazoshima.

HONGKONG ASSOCIATION LEAGUE  
DIVISION II.

MATCHES FOR DECEMBER.

Tuesday 9th, 88 Coy. R.G.A. v. Moslems  
R.C. Military Ground at 4 p.m.  
Referee:—Mr. F. W. Eager.  
Saturday 13th, 88 Coy. R.G.A. v. Moslems  
R.C. Military Ground at 2.30 p.m.  
Referee:—Mr. J. Moran.  
Saturday 20th, Boys' Own Club v. Mos-  
lems R.C. Military Ground at 2.30  
p.m. Referee:—Mr. W. E. Doe.  
Saturday 27th, 88 Coy. R.G.A. v. Boys'  
Own Club. Military Ground at 4.00  
p.m. Referee:—Mr. E. J. Tyler.

## ROYAL HONGKONG GOLF CLUB.

RUNNING POOL, FAN-LING, NOVEMBER, 1913.

Capt. James	90-15=75
Capt. H. B. Dobbin	84-7=77
Mr. E. V. D. Farr	90-13=77
Mr. A. C. Davidson	90-12=78
Mr. F. W. Cary	94-16=78
Mr. J. Jack	100-22=78
Mr. E. C. Staples	84-5=79
Mr. W. D. Kraft	92-13=79
Mr. E. D. Matthews	94-15=79
Mr. C. A. Thomas	81-1=80
Mr. J. Clark	88-0=88
Capt. Spier	104-24=80
Mr. E. B. Head	81-0=81
Rev. Foster-Peggs	82-0=82
Mr. R. W. Cammings	83-0=83
Mr. R. O. Hutchinson	101-18=83
Mr. A. M. Thomson	104-26=84
Mr. P. P. J. Wodehouse	91-6=85
Mr. A. Ritchie	93-10=85
Mr. R. Henderson	97-9=86
Mr. F. Milner-Jones	

176 Entries.

## FOOTBALL JOTTINGS.

Saturday's league game between the  
Club and the Royal Engineers provided  
many things to be remembered. It is a  
long time since I saw the Club display  
anything approaching the excellence of  
their football against the League Cham-  
pions. The whole side worked together  
magnificently, untiringly, willingly, and  
as a result of their efforts they garnered  
a well-merited point from the reluctant  
soldiers. One feels that one cannot write  
too enthusiastically in praise of the  
clubmen, but the risk of being accused  
of engaging in "flights of imagination"  
is one to be avoided if possible. How-  
ever, I cannot be said to be guilty of  
"romancing" when I assert that the Club  
were infinitely the better team, that they  
had their doughty opponents beaten from  
the very first kick, and that it was only  
that grim spectre in the shape of evil  
fortune, shadowing every step of the  
Clubmen so persistently, that kept their  
just deserts from them.

Everybody was surprised in the first  
ten minutes of the game, the soldiers'  
defenders probably the most of all. The  
litter, eager forwards of the Club team  
veritably swarmed round the Army  
citadel, and never have I seen a defence  
so thoroughly flustered, so pitifully  
demoralised. The restless, irresponsible  
attackers simply could not be driven off,  
and we had the rather unique spectacle  
of seeing Coxon and Morris kicking  
wildly, or missing their kick altogether.  
As I reflect calmly over the first few  
minutes of this great game, I marvel how  
the Engineers came out of it with an  
unblemished sheet. Shot after shot was  
rained in the whole forward line, and  
occasionally the halves, joining in  
the bombardment. We were on tenter-  
hooks, expecting a score every second, but  
it never came. The lively bit of  
leather declined to pass the R.E.'s  
goal line. There came a lull in  
the attacking, and then the Engineers  
took their turn at offensive tactics, to  
meet with a defence of the very first  
order, a defence which owned no loop-  
holes, a defence that approached perfec-  
tion as nearly as possible.

There is a tale to be told concerning a  
penalty—a penalty which was withheld.  
Early on in the game, Coxon beat the  
sphere down with his hand but a few  
yards from his goal. The Clubmen  
immediately and justifiably claimed that  
the referee should order the leather to  
the 12-yard mark. Apparently the  
official, whose control of the game was  
in every way irreproachable with this  
solitary exception, could not see the  
infringement, his view being obscured,  
and long sighs of disappointment were  
emitted by chagrined civilian spectators  
and players alike.

One can only speculate what would  
have happened had the penalty been  
given. There are ten chances to one  
that the Club would have received such  
encouragement from a score so early in  
the game, that they would have held the  
whip-hand ever onwards, and have annexed  
both points by more than a goal majority,  
but there is the odd chance that the  
Engineers, being stung to desperation,  
might have experienced a renewal of  
their forces and abilities. The desperate  
fighter is ever the most dangerous, and  
I am inclined to fancy that that distinct  
trace of lethargy and indifference which  
was to be found among the soldiers' ranks  
would have disappeared as the darkness  
before the light of the sun if the Club  
had but once got home.

There were three men in the Hongkong  
team on Saturday who surely played the  
games of their lives. Stalker at back was  
absolutely impenetrable, unbeatable. He  
has played some sterling games for the  
Club, but his exhibition against the  
Engineers easily ranks as his greatest.  
The soldiers could never quite overcome  
him. Their "fancy" winger, Lewis,  
who did good service for the Colony  
in the representative matches in  
Shanghai, was nonplussed, and on  
one occasion did he show what  
he could do, and that effort caused a  
cold, creepy sort of feeling down the  
home supporters' spine. The work of  
Cyril Wilkie and Goldenberg on the left  
wing was the most brilliant I have yet  
seen in the Colony. These two compara-  
tively small, light forwards combined  
beautifully, and it was this wing that  
did most damage. Wilkie gave us a  
glimpse of what he is really capable of  
doing, and his centres were wonderful  
centres of which inside forwards dream,  
and dream again. The only fault that  
could be found with the forward line  
was that they failed in their shots, and  
in some cases failed rather badly.

After this exhibition, the Club can  
look forward to their future engage-  
ments with a confidence in their own powers  
which has been sadly lacking in the past,  
and no team will need any warning from  
me that they will have all the way to go  
against the civilians. Before long the  
Club are going to do that which the  
croakers declared they would never do—  
they are going to win, and the men from  
the Tamar, who will provide the opposi-  
tion in the next league match, will have  
to look to themselves, or they will be the  
first victims.

GREEN AND WHITE.



## SUPREME COURT.

Monday, December 8th.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE  
(SIR WM. REES DAVIES, K.C.).

## THE SOTTO CASE.

The case in which Vicente Sotto, journalist, claims £500 for alleged false imprisonment from Thomas Carey Welch, Assistant Executive Secretary of the Philippine Islands, and Mr. John B. Sawyer, Vice-Consul of the United States of America in Hongkong, reached its fourth day.

Mr. Slade continued his reply to the defence, and referred at once to the all-important point raised by Counsel for the defence: the question of the application of the section of the *Habeas Corpus* Act quoted by him, to extradition proceedings, and in fact, the application of the whole Act to extradition proceedings. He referred to the Canadian case of *Hasher* and the American case of *Scarrananga v. Stamp*, which had been put in by the defence to give authority for the taking of the opinion of American and Canadian reports and authorities. Mr. Slade pointed out that neither of these cases applied to extradition, and could not therefore be accepted as important. The question which they had to decide in that case depended almost entirely upon the construction to be put upon two points from Acts of Parliament passed long ago, after the separation of the United States from the United Kingdom; the Extradition Act of 1870 and the Summary Jurisdiction Act of 1845. Counsel for the complainant quoted from the American case of *Caines*, which, he held, referred to the operation of the *Habeas Corpus* Act. This quotation read:—"But the conclusive answer to this objection is that the proceedings in this writ (of *Habeas Corpus*), in the Federal Courts, are not governed by the laws and regulations of the States on the subject, but by the Common Law of England as it stood at the adoption of the Constitution, subject to such alterations as Conference may see fit to prescribe." During that case they had not had the slightest evidence, text book cases or Statutes, as to what alterations the Statute Law of the United States or of Canada had made in the *Habeas Corpus* Act. There were no Acts of Congress, or of the Canadian Legislature, affecting the *Habeas Corpus* Act. Therefore, he thought that the decisions which had been given were of absolutely no importance, because they were an entirely different system of laws to that which was in force in that Colony. As to *Hasher's* case, his learned friend quoted from this, and then submitted that if a Magistrate thought that the evidence before him was insufficient and declined to interfere, or dismissed the case, that would be no bar to another Magistrate taking up the case on more convincing evidence being forthcoming. Statutes and other things had been quoted, but they did not know what the cases were, or the circumstances and facts of the law in the countries referred to. Therefore, he contended that his Lordship could not attach any weight to what had been put in, as they did not apply to extradition proceedings. In *Stalman's* case, which Counsel held applied to that action, Lord Alverstone remarked that there was no evidence with regard to the particular charge, and the charge would therefore be dismissed. Lord Alverstone added: "Undoubtedly in this case it is not intended under the Statute that there shall be a second attempt to charge the man with the offence." It was obvious from that statement that the Statute did apply; it could not have been much plainer. His learned friend's argument which was advanced, and which was elaborated by Mr. Potter, was that a Magistrate dealing with an indictable offence only held the preliminary inquiry. Mr. Potter's argument could be fairly summarised in this way—a Magistrate dealing with an indictable offence only held the preliminary inquiry, and that if he discharged the prisoner for want of sufficient evidence, that prisoner was liable to be brought up again by the prosecution and the proceedings reopened. He further argued that the jurisdiction of a Magistrate in extradition proceedings was not the same as a Magistrate dealing with indictable offences; if he discharged an extradition prisoner on the ground of insufficient evidence, that was no bar to subsequent proceedings to obtain extradition for the same offence. That was the substance of the arguments which had been put forward. He (Mr. Slade) would proceed to show that such contentions were unfounded. With regard to the alleged power of a Magistrate dealing with an indictable offence Counsel said:—"You may charge a man with murder, let him go one day, have a second shot at him the next day,

let him off for a week, and then have another go at him." They had no direct authority to show that that was the law, and no cases had been put in directly laying down that that was the law. Mr. Potter had argued that from the terms of the Summary Jurisdiction Act, which regulated the powers of Magistrates, and from the fact that even if the Magistrate had discharged the prisoner he could be indicted again, that that must be the case. "He may be right, he may be wrong," commented Mr. Slade, "but it is an extraordinary thing that there is no direct authority on the subject." The position he desired to take up with regard to his friends' preliminary proposition was that it was exceedingly doubtful, because there was no authority for or against. Counsel went on to point out that the age limit for abduction in the Philippines was 24 years; at home it was eighteen years. To abduct at 23 years of age would be no offence under English law, and therefore anyone so charged could not be extradited. The decision of the Magistrate in the Sotto case was absolutely final; if he had decided against prisoner he would have been extradited, and when the decision was for prisoner he was not to be extradited. What the High Court did was to review the decision of the Magistrate, and the decision which the Magistrate ought to have given. Mr. Slade submitted that it was very unfair for anyone in the Colony to have reiterated attacks made upon him, and went on to deal with the case before the Magistrate, who, he said, could give a final decision in an extradition case but not in an indictable offence. The doubt in the case arose over the age of the girl. This had never been proved, and the papers which were handed in with regard to this were held to be unauthenticated. The Magistrate could not decide an indictable offence, but if there was insufficient evidence he could acquit, and therefore, he had jurisdiction. Counsel for the defence had argued that he had no jurisdiction.

Mr. Slade closed his address at 4 p.m., it having occupied two days. He concluded by remarking that it had been suggested there was a defect in the proceedings. The word "proceedings" was a very vague description, and he submitted that the defence had been simply playing upon that word. There was no defect at all. It had also been suggested that the case before the Magistrate was a mis-trial, but that was quite erroneous. Cases also had been quoted which bore absolutely no similarity to the one with which they were dealing. He asked for judgment with costs.

The case was then adjourned until this morning, when Counsel for the defence will briefly reply.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.  
GOMPERSZ (PUISSE JUDGE).

## A WATCHMAN'S WAGES.

Alla Bux, a watchman, of Kowloon, v. Mrs. Uchmann, Station Hotel, Kowloon. The claim was for \$54, being as to \$18 thereof for one month's wages, and \$36, balance thereof for damages for wrongful dismissal of the plaintiff. There was also a claim for costs.

Mr. P. S. Dixon (of Messrs. Wilkinson & Grist) was for the defendant, and Mr. J. H. Gardiner for plaintiff.

Mr. Gardiner explained that plaintiff was engaged as watchman in June. On 12th November he told defendant that he was suffering from a bad foot and he asked for leave to go to the hospital. He was allowed to go on the understanding that he would get another watchman in his stead. Plaintiff did so, but after the substitute had done duty for two days, he was sent away by Mrs. Uchmann, who engaged another man. When plaintiff came out of hospital on 16th November, he called on Mrs. Uchmann, but she told him that he was not required. He asked for the money which was due to him and defendant told him to call on the following day. Plaintiff did so, and Mrs. Uchmann then told plaintiff to clear out, and that she would not pay him. A written application had also been made for the money with no result.

Examined on his evidence by Mr. Dixon, plaintiff said that the man whom he secured as a substitute could speak a little English.

Mr. Dixon—Do you know that he was absolutely useless and ran away after working for two days?—He came to the hospital and said that the lady had sent him away.

Mr. Dixon submitted that the engaging of servants was done by Mr. Uchmann, and any case of that nature should have been brought against him.

Mrs. Uchmann denied having engaged the watchman, and also that there had been an agreement to the effect that two months' notice should be given on either side. All engaging was done by her husband.

Defendant then engaged in quite a lively passage of words with Mr. Gardiner. Mr. Gardiner asked—Is your husband ashamed of being a hotel proprietor?—Why should he be ashamed?

I put it to you, is he ashamed?—I do not know what you mean by being ashamed. You had better ask him yourself. I don't know.

Oh, very well. But how is it that he does not put his name on any papers or notices?—We are dealing with watchmen, not papers.

His Honour—You must answer the question "Yes" or "No."—Well, I don't know anything about the papers.

Mr. Gardiner—It does not say in any advertisement or any of the papers that Mr. Uchmann is the proprietor of the hotel. Besides being hotel proprietor, does your husband do anything else?—Yes, he looks after the N.D.L. godown.

Mrs. Uchmann's further replies were so complicated that Mr. Gardiner remarked—"It is no wonder the watchman could not understand, my Lord." He then asked the hours Mr. Uchmann was employed at the godown, and was informed that it was from 9 a.m. to 12 noon, and 2 p.m. till 5 p.m.

Mr. Gardiner—Then he spends most of his time in the service of the N.D.L.—I have told you his hours.

But what do you do in the hotel? Don't you give the orders?—No, I just look after the house.

What, are you a charwoman?

His Honour—Now, now; she does not know what that means.

Mr. Gardiner pressed for times and dates, whereupon.

Mrs. Uchmann remarked with emphasis—I cannot say all that, my memory won't go back so far. I don't remember.

You have no memory, is that it?—I don't remember.

You say that the watchman engaged does not speak English; do you know that he speaks English as well as you, in fact a little better? Now is it not a well-known fact that you run the hotel yourself?—No, it is not.

Then why should this watchman bring an action against someone who never engaged him?—Because he wants money.

Mr. Uchmann said that his wife did not manage the hotel; she assisted him. In his absence the hotel was managed by the shroff.

Mr. Gardiner—Are you really serious? You know that your wife has the reputation of being the finest person capable of managing a hotel in the Colony?—I do not know.

But, Mr. Uchmann, you have been in the Colony long enough to know that, and yet you say you leave the "shroff" in charge?—I don't know that my wife has that reputation.

I put it to you that Mrs. Uchmann is running the hotel, and that it is under her control?—She assists me.

His Honour remarked that if Mr. Uchmann was lessee of the hotel, and the contract for wages was made by Mrs. Uchmann, that would not necessarily make her liable. He also said that it was the law in the Colony that if a servant was ill he should find a substitute. If he did not, then his place was not kept open. Subsequently judgment was given for the defendant, and his Honour remarked that he had no doubt but what Mr. Uchmann would pay the watchman the thirteen days' wages which were due to him.

## ANOTHER DECLINE IN LANGKAT OIL OUTPUT.

The Shanghai Press have been informed by Mr. Geo. McBain, general agent of the Maatschappij tot Mijn-Boschen Landbouwexploitatie in Langkat, that he has received telegraphic information, dated 1st instant, from the Sumatra director and manager to the effect that the output of crude oil during the month of November was 8,295 tons.

The output during the previous six months was as follows:—May 10,553 tons, June 8,715 tons, July 7,040 tons, August 6,088 tons, September 6,512 tons, and October 7,015 tons. The output for last month is therefore 717 tons less than that for October, and is almost on a par with the lowest output recorded, i.e., 6,088 tons in August.

## SMALL THEFTS.

Property to the value of about \$40, including a watch and chain, was stolen from No. 50, Lascar Row.

A Chinese widow has suffered the loss of her bangles, which were stolen from her house in Des Voeux Road West. The woman suspects a friend who visited her with a view to marriage.

A thief broke open a show-case containing water smoking pipes at No. 279, Des Voeux Road Central, and went away with as many as he could conveniently carry. The missing property is valued at \$100.

## SHIPPING NOTES.

The actual extent of the loss of the Chinese steamer *Tuck Yu*, an account of which we published on Saturday, including also the cargo, is estimated roughly at 85,000 yen.

Mr. John Hockson, an officer of the British str. *Indra*, when going into the vessel's hold at Yokohama last week was overcome by gas, which had been used in disinfecting the ship, and fell to the bottom, dying immediately.

The Imperial Japanese Railway Bureau has placed orders for a new steamship of 3,000 tons for passengers, and another of 2,000 tons for freight, for service between Bakan and Fusan. Both steamships will be running by the latter part of 1915.

The Philippine coastwise steamer *Sun Juan*, formerly the property of Messrs. Warner, Barnes & Co., ran upon a reef off Camarines last week. The latest mail news is that her hold is full of water and that she is rapidly going to pieces. The *Sun Juan* was built at Glasgow in 1880, but the hull was practically rebuilt in 1909. Her owners are Messrs. Ruiz & Rementeria.

Mr. W. Wilmer, the Secretary of the China Coast Officers' Guild, has arrived in the Colony, and is staying at the King Edward Hotel. The Guild has been established in Shanghai for about two years, and during that time it has accomplished much useful work in the interests of officers. The rates of pay have been increased, and officers under a number of steamship companies on the coast have obtained the concession of a return passage home after five years' service, with half-pay whilst on holiday.

According to the latest returns published by the Mercantile Marine Bureau of the Japanese Department of Communications, the vessels launched during the year ending September 30th were: 141 steamships (59,732 tons) and 155 sailing vessels (20,923 tons). The steamships launched may be classified as follows, according to tonnage:—

Steamships between 20 and 100 tons	71
Steamships between 100 and 500 tons	59
Steamships between 500 and 1,000 tons	5
Steamships between 1,000 and 5,000 tons	3
Steamships between 5,000 and 10,000 tons	1
Steamships above 10,000 tons	2

The sailing vessels of 100 tons and above number 155 with a total tonnage of 20,923.

Among the chief steamships are:—

Koma Maru (Financial Department)	3,120
Shingai Maru (ditto)	3,100
Aryo Maru (Tokyo Kisen Kaisha)	3,330
Sakai Maru (Maritime Association)	3,870
Katori Maru (Nippon Yusen Kaisha)	10,520
Kashima Maru (Nippon Yusen Kaisha)	10,550

There was a triple collision at Shanghai last week at the C.N. Co.'s Wharf and C.M.S.N. Co.'s wharves, Pootung, three local coasting steamers being concerned. Before the vessels were clear of the tangle considerable damage had been done, all above the water line, but fortunately no one was injured. The *Shanghai Mercury* gives the following report of the occurrence:—About 3.15 p.m. the C.N. str. *Anhui*, Captain Harris, arrived from Hongkong and proceeded to the Pootung side prior to going alongside the Watung wharf. She dropped an anchor in order to swing to the flood tide. The current was very strong and the *Anhui* swung rapidly and was swept down on the starboard side of the C.M. str. *Poochi*, Captain Taylor, which had just arrived from Wenchow and was lying at the China Merchants' wharf, and about twenty feet of the *Poochi's* bulwarks near the quarter were carried away, and at the same time the *Poochi* was forced from her moorings, with the result that her bows struck the stern of the C.M. str. *Kung-ping*, Captain J. B. Howie, moored ahead at the same wharf loading for Chefoo, and several plates were dented in. Some of the bulwarks of the *Anhui* were also carried away above the quarter similar to the *Poochi's* damage. As soon as the *Anhui* hove up her anchor she went alongside her wharf, after which an investigation was made of the damage done, and repairs will be effected as soon as possible.

Twelve Lascar stokers of the British India str. *Dilwara* were overcome during the fumigation of the ship at Kobe. No one, says the *Japan Chronicle*, is to be held to blame for the accident but the "unfortunate men" themselves, who were sleeping in a part of the engine-room where they had no right to be. The work of disinfection was commenced at nine o'clock in the morning, the process being one which lasts for the greater part of the day. A specially-constructed lighter is towed alongside from which the gas is pumped into the holds of the vessel. All the holds are battened down for the operation, while at each vent is placed a rat trap, into which hundreds of these vermin rush to escape the fumes. The gas is a very powerful one, and is of a particularly insidious nature, for it has practically no smell, and men are frequently overcome before they are even conscious of being in danger. Some of the gas pumped into the holds of the *Dilwara* must have penetrated into the engine-room, right at the bottom, where

a number of Lascar engine-room hands, twelve altogether, were sleeping for warmth's sake, although they had no permission to be there. They were discovered about 11 in the morning by the Chief Engineer, Mr. Stevenson, who at once summoned help. Mr. Stevenson and his companions then pluckily descended into the engine-room, their noses and mouths being protected, and brought the unconscious Lascars up on deck, one by one. Happily, none of them was dead, and the ship's doctor was able to attend to them at once. Late in the afternoon most of them had come round, while the others, though still unconscious, were expected to revive shortly. It was a fortunate thing, both for the Lascars and the ship, that the poor men were discovered when they were, and the Chief Engineer is to be commended for his promptness in organising the dangerous work of rescue. It was fortunate, too, that the fumes had only just commenced to percolate into the engine-room, otherwise the men would most certainly have been found dead by 11 o'clock, the time when they were first noticed.

## T.Y.K.'S NEW STEAMER.

A large number of the Hongkong public availed themselves of the opportunity accorded them by the Toyo Kisen Kaisha of visiting and inspecting the Company's new steamer, *Ango Maru*, yesterday afternoon. The steamer was built at the Mitsui Bishi Dockyard at Nagasaki expressly for the requirements of the Company's South America service, and she is in every way an admirably well-equipped and up-to-date vessel. The *Ango Maru* has a displacement tonnage of 15,500, her gross tonnage being 8,533 and her registered tonnage 5,910. She is classed 100 A1 at Lloyd's, and is capable of doing 16 knots per hour. Her cargo capacity is 11,000 tons. She is fitted to carry 30 first-class passengers, 30 second-class, and 650 steerage. There is a special room for women in the steerage. There is an installation of wireless telegraphy on board, in charge of an efficient staff. The appointments of the saloons and cabins are tasteful and luxurious.

Among those who visited the steamer were the Chilean and Peruvian Consuls-General, Dr. Korn and Dr. Gillespie, (of the United States Consulate), Messrs. T. Kusumoto (N.C.K.), E. W. Sutherland (C.P.R.), J. Bentley (of Cook's Agency), and Z. Kamiya (O.S.K.). The visitors were entertained to tea on the vessel, and afterwards made a tour of inspection.

## SUICIDE OF A WELL-KNOWN CAPTAIN.

## STRANGE STORY OF THE SEA.

A shocking tragedy, the circumstances of which point to suicide, occurred at Shanghai, last Thursday, some distance from the Bubbling Well Road police station. About three o'clock in the afternoon a man was walking in the vicinity of a bunch of rushes in the Great Western Road Extension, when he noticed the body of a foreigner lying on the ground. He notified his master, and information was at once sent to the police. The body was identified as that of Captain A. Froggart, of the China Merchants' Steam Navigation Company, and in command of the steamer *Irene*, and he was found with a bullet wound through the head.

Captain Froggart, who was about thirty-five years of age, had been with the China Merchants for a number of years, and was most popular among a large circle of friends. Upon the arrival of the *Irene* in Shanghai about three days ago, the *N.C. Daily News* says, Captain Froggart reported an affair that had occurred on the voyage, when he encountered a disabled Japanese steamer in the vicinity of the mouth of the Liuhoh. According to his statement, the vessel had been abandoned, and was practically waterlogged. In view of this, Captain Froggart had a number of articles transferred from the steamer to his own ship, his intention being to hand them over in Shanghai. When the vessel arrived at Amoy, however, the *Irene* was boarded by Japanese officials. It is stated that Captain Froggart mentioned the matter to the Customs officials, but in the meantime telegraph messages had been dispatched to a number of ports on the China coast, and also to Japan. Captain Froggart appears to have thought that trouble would follow, and this seems to have unhinged his mind, resulting in the sad tragedy on Thursday afternoon.

According to a telegram from Dairen published in the *Matinee* the *Shikoku-maru* (1,404 tons), owned by a Japanese at Osaka, encountered a sudden storm about 45 miles from the mouth of the Liuhoh, and was disabled. On the following morning a Chinese steamer which passed close by took no notice of their appeals for aid. The Chief Officer and Chief Engineer proceeded after the Chinese steamer in a boat and asked for help, but the Chinese refused to do anything, saying that their vessel was a regular liner and could not be delayed. Later the *Iwata-maru* hove in sight, and took the crew aboard, transshipping them about four hours afterwards to the warship *Aikenshima*. The warship proceeded to the spot where the *Shikoku-maru* had been abandoned, and saw a Chinese vessel apparently just steaming away from the derelict, which was afire. The outbreak was extinguished by the Japanese sailors, and it was discovered on investigation that the more valuable of the ship's stores and cargo had been stolen. The derelict was towed to Dairen, where the affair was reported. The Civil Administration Office wired to the Japanese Consuls at Hongkong and Amoy, in which direction the Chinese steamer had been seen to proceed, telling them to keep a look-out for it. On the 25th instant a telegram was received from Mr. Kikuchi, Japanese Consul at Amoy, stating that the *Akita*, (?) belonging to the China Merchants Steamship Company, had entered the port with the loot from the *Shikoku-maru* piled up like a mountain on her deck. It is likely that some diplomatic trouble may occur between Japan and China, the Japanese authorities having lodged a strong protest.

## INTIMATIONS

FOOT ULCERATED  
COULD NOT SLEEP

At Night for It. Caused Lot of Pain.  
Tried Cuticura Soap and Cuticura Ointment and Foot Was Cured.

"74, Wyldcliffe Road, Battersea, Eng.—I had a very bad ulcerated foot caused through a knock two years ago. It caused me a lot of pain and I could not sleep at night for it. I tried many things but they only did good for a time, then it broke out afresh. With my family I was compelled to keep about. I had treatment and it really was no better for it. They said unless I laid up I should not be able to get on my foot any more. As last I decided to try Cuticura Soap and Ointment and my foot was cured." (Signed) Mrs. Goff, Aug. 28, 1912.

## RED BLOTCHES ON SCALP

"25, Harrow St., Oremston, Derby, Eng.—My baby had running sores at the top of his head. They came in red blotches and then broke out in matter sores until they covered the whole of the scalp. It was like milder eczema. I had no rest with him for about six weeks. He used to cry the whole day long.

"Then I saw the advertisement for Cuticura Soap and Ointment, so I sent for a sample of Cuticura Soap and Ointment. I used them and got another case of Cuticura Soap and some Cuticura Ointment and it was quite healed." (Signed) Mrs. H. Topliss, May 23, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest dealer: F. Newbery & Sons, 27, Charterhouse Sq., London; Lendon, Ltd., Cape Town; Potter Drug & Chem. Corp., Boston, U.S.A. \*A tender-faced man should shave with Cuticura Soap Shaving Stick. Sample free.

[96-18]

MAPPIN & WEBB,  
LIMITED.

## NEW CONSIGNMENTS

## STERLING SILVER WARE.

## PRINCE'S PLATE

(GUARANTEED FOR 80 YEARS).

## OUTLERY.

From the

## SOLE AGENTS:

CHS. J. GAUPP  
& CO.,

ALEXANDRA BUILDINGS.

CHATEL ROAD

## CALDBECK,

## MACGREGOR &amp; CO.

(ESTABLISHED 1864).

THE OLDEST FIRM OF WINE AND  
SPIRIT MERCHANTS IN THE  
EAST.

## CHAMPAGNES.

## SHERRIES.

## MADEIRAS.

## MARSALAS.

## PORTS.

## CLARETS.

## BURGUNDIES.

## HOOKS.

## MOSELLES.

## WHITE WINES.

&amp;c. &amp;c.

[25]



## NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 39. Telephone No. 12.  
Telegraphic Address: "Press."  
Codes: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

## FOR SALE

ONE TRIPLE EXPANSION, Vertical Steam Engine, with surface condenser. 500 H.P. Cylinders 390 by 600 by 970 mm. stroke 600 mm. rev. p.m. 125. In perfect working condition.

For further particulars apply to—  
THE SIAM ELECTRICITY Co., Ltd.,  
Bangkok. [1408]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA"  
Arrived Hongkong on 5th December, 1913.  
FROM BOMBAY, COLOMBO AND  
SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "Malwa."  
From Persian Gulf, ex s.s. "B. I. S. N."  
and B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 8th December, 1913. [1]

## NOTICE TO CONSIGNEES.

P.M. S.S. "EIBERIA"  
FROM SAN FRANCISCO VIA JAPAN  
PORTS AND SHANGHAI.

THE above-mentioned Vessel having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signatures and take immediate delivery of Cargo from the Company's Godown at West Point. All Cargo will be landed immediately at Consignees risk and expense.

Cargo undelivered by THURSDAY, the 11th Dec., at 5 P.M., will be subject to landing charges.

Cargo remaining undelivered MONDAY, 15th Dec., at NOON, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected. All claims and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 13th Dec., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 8th Jan., otherwise they will not be recognised.

R. C. MORTON,  
Agent.

Hongkong, 8th December, 1913. [52]

## SITUATION WANTED.

EXPERT male STENOGRAPHER and  
TYPIST seeks employment. Good  
references.

Reply—  
Care of "Daily Press" Office.  
Hongkong, 4th December, 1913. [1403]

## WANTED.

FURNISHED SITTING ROOM and  
BEDROOM, with Bathroom attached.  
Use of Kitchen and accommodation for Servants  
Essential.

Apply—  
"BENEDICK"  
Care of "Daily Press" Office.  
Hongkong, 20th November, 1913. [1345]

## NOTICE.

WE HAVE from This Date handed over  
our Wine and Spirit Department to  
Messrs. MacEwen, FRICKEL & Co., to whom  
we recommend our patrons to apply for future  
supplies.

THE FRENCH STORE.  
Hongkong, 1st November, 1913. [1283]

## NOTICE.

WE HAVE purchased the stock of Wines  
carried by THE FRENCH STORE and  
will be pleased to receive enquiries for these  
High-Class Goods.

MAC EWEN, FRICKEL & Co.  
Hongkong, 1st November, 1913. [1284]

## THE PEAK SCHOOL.

THIS SCHOOL will be OPENED at the  
PEAK HOTEL on MONDAY, January 5th,  
1914, at 9 o'clock.

Application for admission should be made as  
early as possible to the Undersigned.  
M. E. MAIN,  
Head-Mistress,  
Kowloon School.  
Hongkong, 1st December, 1913. [1387]

## PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

## NOTICE.

SHARE CERTIFICATES for Thirty (30)  
Shares, Numbered 22671 to 22695 and  
51106 to 51170 in issue, standing in the  
Register in the name of Tang Yik of Hong-  
kong, and Share Certificates for Thirty (30)  
Shares, Numbered 22696 to 22720 and 51171 to  
51175 inclusive, standing in the Register in the  
name of Tang Man, having been LOST or  
DESTROYED, NOTICE IS HEREBY  
GIVEN that, unless the said Certificates be  
produced at the Office of the Company,  
Alexandra Buildings, Des Vaux Road Central,  
Hongkong, on or before the 27th December, 1913,  
New Certificates for the said Shares will be  
issued, and the old Certificates will thereafter  
be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 27th November, 1913. [1375]

## INTIMATIONS

IN THE MATTER OF THE COMPANIES  
ORDINANCE, 1865,  
and  
IN THE MATTER OF GEO. FENWICK  
& COMPANY, LIMITED  
(In Liquidation).

NOTICE IS HEREBY GIVEN in  
pursuance of Section 179 of the  
Companies Ordinance, 1865, that a GENERAL  
MEETING of the above-named Company will  
be held at the Office of the Liquidators, No. 5,  
Queen's Road Central, on TUESDAY, the 6th  
day of January, 1914, at 12 o'clock Noon,  
precisely, for the purpose of having an account  
showing the manner in which the winding up  
of the Company disposed of, laid before such Meeting,  
and for the purpose of considering and approving  
the proposed final return of \$3.50 per Share on  
the issued Capital, determining the Liquidators'  
remuneration, hearing any explanation that may  
be given by the Liquidators and also of deter-  
mining by Extraordinary Resolution the manner  
in which the Books, Accounts and Documents of  
the Company and of the Liquidators thereof  
shall be disposed of.

PERCY SMITH, SETH & FLEMING,  
Liquidators.  
Hongkong, the Fourth day of December, 1913. [1401]

## WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British  
Territory favoured with a "magnificent  
climate." Preparation by experienced and  
qualified teachers for entrance to schools in  
England, or for commercial life in the East.  
School-house by the sea. Recreations:—Sea  
bathing, boating, cricket, football, etc.  
For terms, apply to the Headmaster,  
HERBERT L. BEEBE, L.C.P.

[1343]

## TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED  
MASSEUSE (with diploma in  
Physiology and Anatomy), will be pleased  
to give Massage, under medical supervision.  
Address—  
NOMUBA HOTEL,  
Telephone No. 400,  
15, 16 and 17, Connaught Road.  
Hongkong, 2nd December, 1913. [1388]

## NOTICE.

HAVING been Appointed AGENTS in  
Hongkong for the Sale of the

CELEBRATED  
LIPTON'S TEAS.

Purchasers are requested in future to send  
in all

## COUPONS

to the Undersigned, who have been authorised  
to redeem same.

## CRUZ, BASTO &amp; CO..

1, PRINCE'S BUILDING, HONGKONG.  
Hongkong, 5th December, 1913. [1396]

## NOTICE.

WE have much pleasure in announcing to  
our Numerous Patrons and Customers  
that we have Opened a NEW SILK STORE  
in the most up-to-date Style and Fashion at the  
Large and Commodious Premises No. 38 and  
40, QUEEN'S ROAD CENTRAL, lately occupied by  
Messrs. H. R. R. and Son, where we are  
displaying an entirely new, Handsome and  
Gorgeous Stock of SILK GOODS and  
JEWELLERY WARE of all Descriptions  
in a Variety of New, Elegant and Attractive  
Designs and Patterns.

The Stock Includes a Choice Selection of  
Turkish, Persian and Indian SILK CARPETS  
and WOOLLEN RUGS in Choice and Elegant  
Patterns.

Prices Specially Reduced for Summer.  
Cheapest Store in the Colony.  
An Early Visit Earnestly Solicited.  
D. CHELLARAM,  
Hongkong, 26th July, 1913. [507]

## STOP! LOOK! LISTEN!

XMAS is Coming, and we have  
JUST UNPACKED for the  
Season—

LADIES' FASHIONABLE SILK NECK-  
WEAR, Best Variety Selection ever shown in  
Our Special Show Case.

Finest Quality, Various Designs—Handker-  
chiefs, Latest Style Colours, Nearest  
Style Tweed and Showerproof Hosiery,  
&c., &c., &c.

Come Early before they are Sold Out.  
HOOSAIN-ALI & Co.,  
1c, D'AGUIAR STREET,  
Hongkong, 26th November, 1913. [45]

## INTIMATIONS

LANE,  
CRAWFORD & Co.

NOW SHOWING

A NEW  
SELECTION

OF

EIDER DOWN QUILTS.

IN

SATIN

AND

SATEEN COVERINGS.

ARTISTIC DESIGNS. ALL SIZES.

MODERATE PRICES.

LANE, CRAWFORD & CO.

[46]

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MAC EWEN, FRICKEL & Co..

[302]

INTERCHANGEABLE RETURN  
TICKETS ISSUED BY  
TRANS-PACIFIC MAIL LINES.

IT IS HEREBY NOTIFIED THAT TICKETS ISSUED  
BY ANY ONE OF THE UNDERMENTIONED STEAMSHIP LINES  
FOR ROUND TRIP PASSAGE BETWEEN HONGKONG, SHANGHAI AND  
JAPAN PORTS OF CALL AND POINTS IN CANADA AND THE UNITED  
STATES WILL BE GOOD FOR PASSAGE IN THE RETURN DIRECTION  
BY THE STEAMERS OF EITHER OF THE OTHER COMPANIES, THUS  
TICKETS SOLD FOR RETURN FROM VANCOUVER WILL BE HONoured  
FOR RETURN FROM SAN FRANCISCO, AND VICE VERSA.

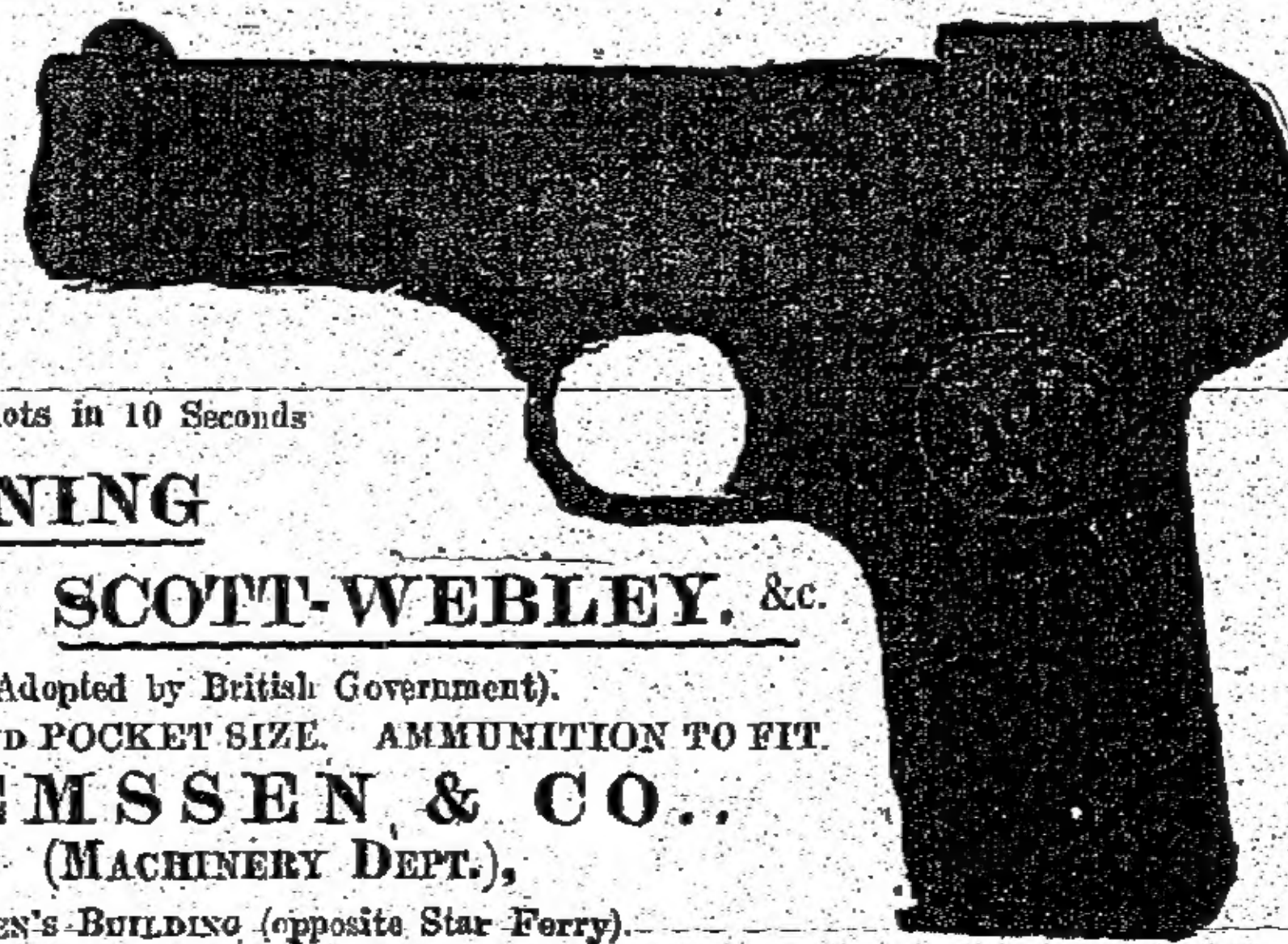
PACIFIC MAIL S.S. CO.

CANADIAN PACIFIC ROYAL MAIL S.S. LINE.

TOYO KISEN KAISHA.

[1620]

## AUTOMATIC PISTOLS.



BROWNING

SCOTT-WEBLEY, & Co.

(Adopted by British Government).  
ORDINARY AND POCKET SIZE. AMMUNITION TO FIT  
SIEMSEN & CO..  
(MACHINERY DEPT.),  
QUEEN'S BUILDING (opposite Star Ferry).

[137]

## ENTERTAINMENTS

THEATRE ROYAL.

CITY HALL.

THREE NIGHTS ONLY.

COMMENCING:

TO-MORROW (WEDNESDAY), 10TH DECEMBER, 1913.

THE LATEST, GREATEST AND MOST WONDERFUL

EDISON

"KINETOPHONE"

ALL NEW TALKING PICTURES  
BETTER THAN EVER.

12 KINETOPHONE PICTURES EACH NIGHT.

Including:—Two scenes from the Comic Opera "Said Pasha." Over Thirty people are  
seen and heard in this most successful production.

PRICES: ... \$2, \$1 and 50 Cts.

Soldiers and Sailors in uniform and Children Half-Price.

BOOKING AT MOUTRIE'S.

Hongkong, 6th December, 1913.

[1399]

## BANKS

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000  
Reserve Fund ... £1,700,000  
Reserve Liability of Proprietors £1,200,000.

FOREIGN EXCHANGE and General  
Banking business transacted.  
CURRENT ACCOUNTS opened and  
FIXED DEPOSIT received for 1 year or  
shorter periods at rates which will be quoted  
on application.

A. S. HEWETT,  
Acting Manager.  
Hongkong, 14th April, 1913. [133]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER).

Capital ... Yen 10,000,000  
Capital Subscribed (paid up) ... 6,250,000  
Reserve Fund ... 2,320,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy Swatow Tainan  
Anping Kobe Tamsui  
Canton Nagasaki Tokyo  
Foochow Osaka Yokohama  
Keelung Shanghai

HONGKONG OFFICE,  
3, DES VEAUX ROAD.

Interest allowed on Current Accounts.  
Deposits received on terms which may be  
had on application.  
K. TSUDZURABARA, Manager.  
Hongkong, 1st May, 1913. [1272]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

Paid-up Capital ... \$15,000,000  
Reserve Funds—  
Sinking ... \$1,500,000 at 2% — \$15,000,000  
Silver ... \$17,450,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.  
S. H. DODWELL, Esq.,—Chairman.  
Hon. Mr. D. LANDALE—Deputy Chairman.

G. Friedland, Esq. J. A. Plummer, Esq.  
E. Goetz, Esq. W. L. Pattinson, Esq.  
C. S. Gubbay, Esq. H. A. Siebs, Esq.  
P. H. Holyoak, Esq. Hon. Mr. E. Shellin.  
G. B. Laurens, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STARR.

MANAGER:  
Shanghai—A. G. STEPHEN.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER  
BANK, LIMITED.

Hongkong—Interest Allowed.  
On Current Account at the rate of Two  
per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3½ per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

N. J. STARR,  
Chief Manager.  
Hongkong, 13th October, 1913. [18]

NEDERLANDSCH-INDISCH  
HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)  
ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)  
Paid-up Capital ... Fl. 17,407,000 (£1,450,685)  
Reserve Fund ... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA

LONDON BANKERS:  
THE WILLIAMS DEACONS BANK,  
SWISS BANKCORPORATION.

The Bank transacts every description of  
Banking and Exchange business, receives  
money on Current Account and on Fixed  
Deposit at rates which may be ascertained  
on application.

G. VERMEY, Manager,  
No. 8, Des Vaux Road Central.  
Hongkong, 2nd October, 1913. [21]

## BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORATION.  
Rules may be obtained on application.  
INTEREST on deposits is allowed on the  
Minimum Monthly Balances at 3½ per cent.  
per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG  
AND SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
N. J. STARR,  
Chief Manager.  
Hongkong, 1st July, 1911. [19]

THE  
YOKOHAMA SPECIE BANK,  
LIMITED.

Authorised Capital ... Yen 48,000,000  
Paid-up Capital ... 30,000,000  
Reserve Fund ... 18,300,000

HEAD OFFICE—YOKOHAMA.  
Branches and Agencies at

Antung-Hsin Liao-Yang Ryojun (Port Arthur)  
Calcutta London San Francisco  
Canton Kobe Tamsui  
Changhai Los Angeles Shanghai  
Dairen (Dairen) Lyons Tientsin  
Fengtien (Mukden) Nagasaki Tientsin  
Hankow New York  
Harbin Osaka  
Hohulu Kobe  
Kobe Peking

INTEREST ALLOWED ON CURRENT ACCOUNTS.  
Deposits received for fixed periods at rates  
to be obtained on application.  
EISHI ONO,  
Manager.  
Hongkong, 30th September, 1913. [464]

INTERNATIONAL BANKING  
CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—  
Bombay, Kobe,  
Calcutta, Manila,  
Canton, Mexico,  
Cebu, Panama,  
Colon, Peking,  
Empire, San Francisco,  
Hongkong, Shanghai,  
Hankow, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000  
equal £1,480,000  
EVERY DESCRIPTION OF BANKING  
BUSINESS transacted.  
CURRENT ACCOUNTS opened on the usual  
terms.

DEPOSITS RECEIVED, fixed for one year  
at 4 per cent. per annum or for  
shorter periods, at rates which may  
be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.  
MAIL and TELEGRAPHIC REMIT-  
TANCES made.

LETTERS OF CREDIT AND DRAFTS  
granted on all the principal cities  
in the World.

THE BANK'S CIRCULAR LETTERS OF  
CREDIT are available all over the  
World.

COMMERCIAL LETTERS OF CREDIT  
issued.

PURCHASE and SALE of Stocks and  
Shares effected.

TRAVELLERS' CHECKS sold and cashed.  
GEORGE HOGG,  
Manager.

9, Queen's Road,  
Hongkong, 21st October, 1913. [1230]

THE MERCANTILE BANK OF  
INDIA, LIMITED.

Authorised Capital ... £1,500,000  
Subscribed ... 1,125,000  
Paid-up ... 825,000  
Reserve Fund ... 415,000

BANKERS:  
BANK OF ENGLAND,  
and  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account  
at 2 per cent. per annum on Daily Balance  
and on Fixed Deposits at rates which may  
be ascertained on application.

A. R. LINTON,  
Manager.  
Hongkong, 14th July, 1913. [878]





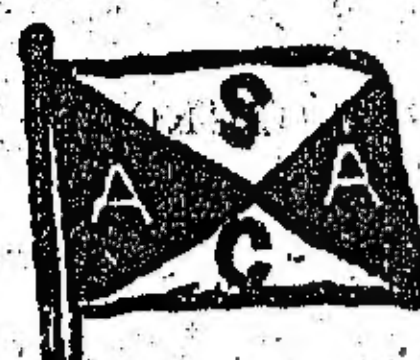






## VESSELS ON THE BERTH

## HONGKONG-NEW YORK



AMERICAN ASIATIC S.S. CO.  
FOR NEW YORK VIA PORTS AND  
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRA" ... On or about 13th Dec.  
For Freight and further information  
apply to—

SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 20th November, 1913. [134]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION  
COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEN,  
EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
AFRICA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICA PORTS.

## THE Steamship

"DELTA"  
Captain W. R. Le May, R.N., carrying His  
Majesty's Mails, will be despatched from this  
port for DOMBAY, on SATURDAY,  
the 20th December, 1913, at Noon, taking  
Passengers and Cargo for the above Ports, in  
connection with the Co.'s s.s. "MONGOLIA,"  
from Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.  
Silk and Valuable and Tea and Cargo for  
France and London (under arrangement)  
will be transhipped at Colombo into the  
Mail Steamer proceeding direct to  
Marseilles and London, other Cargo for  
London, &c., will be conveyed via Bombay  
on the 31st January, 1914.  
Parcels will be received at the Office  
until 4 p.m. the day before sailing. The  
contents and value of all packages are  
required.

For further particulars, apply to  
E. A. LEWETT,  
Superintendent.  
Hongkong, 8th December, 1913. [1]

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR  
COAST.)

## PROPOSED SAILINGS FROM HONGKONG.

## FOR NEW YORK

S.S. "SAINT PATRICK"  
On or about 24th Dec.  
For Freight and further information, apply  
to—

DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 5th December, 1913. [1398]

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
Private Residents at the Outposts.

A Comprehensive and Complete Record  
of the  
NEWS OF THE FAR EAST  
is given in the

HONGKONG WEEKLY  
PRESS.

with which is incorporated  
THE CHINA OVERLAND TRAVEL REPORT.  
Subscription, paid in advance,  
\$12 per annum. Postage  
32 to any part  
of the World.

## ON SALE.

## A TABLE OF THE

## RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day  
of or preceding the departure of the  
English Mails; also Table of the  
Yearly Approximate Averages  
for 30 years,  
From 1874 to 1909.

Price 25 CASH.

On Sale at the DAILY PRESS OFFICE &  
Local Bookellers.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & NO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	NO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	BUNDA	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	W. R. Le May, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	Mouret	MESSENGERS MARITIMES	On 28th inst.
MARSEILLES VIA SINGAPORE, SINGAPORE, COLOMBO, PORT SAID	AUSTRALIEN	Freem. str.	—	Sekine	NIPPON YUSEN KAISHA	On 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	Jager	HAMBURG-AMERICA LINE	On 17th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG, &c.	FUEBET BURELOW	Ger. str.	k. w.	Kiroshoff	HAMBURG-AMERICA LINE	On 29th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	C. FRED. LARSEN	Ger. str.	k. w.	Knausel	HAMBURG-AMERICA LINE	On 2nd Jan.
HAVRE, EMDEN, BREMEN & HAMBURG, &c.	ISTRIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERICA LINE	On 20th inst.
HAVRE, BREMEN & HAMBURG, &c.	ALTAIR	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERICA LINE	On 26th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRAZILIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 17th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	GOLDENFELS	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 11th Jan.
COPENHAGEN, GOTHENBURG & BALTIC PORTS	ONYLON	Swed. str.	—	—	ANTHUR NISSON & Co.	About 15th Jan.
VICTORIA, B.C., & TACOMA VIA SHANGHAI &c.	PANAMA MARU	Jap. str.	—	J. Kanno	OSAKA SHOSHIN KAISHA	To-morrow, at 1 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI &c.	AD. MARU	Jap. str.	—	A. S. S. S.	NIPPON YUSEN KAISHA	On 15th inst., at Noon
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLEASANT	MERIONETHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	SEATTLE MARU	Jap. str.	—	T. Sato	OSAKA SHOSHIN KAISHA	On 25th inst., at 1 P.M.
NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON	YOKUK	Ger. str.	—	F. L. Davidson	MELBORES & Co.	To-morrow, at 10 A.M.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Aus. str.	—	—	SANDER, WILKES & Co.	On 15th inst., at 4 P.M.
TRIESTE, Fiume, VENICE VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	—	SANDER, WILKES & Co.	About 31st inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDRA	Am. str.	—	—	SHAWAN, TOMES & Co.	About 13th inst.
NEW YORK	SAINT PATRICK	Brit. str.	—	—	DODWELL & Co. Ltd.	About 24th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Dixon Hopcraft	CANADIAN PACIFIC R. Co.	On 18th inst., at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	F. L. Davidson	CANADIAN PACIFIC R. Co.	On 15th Jan., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	W. W. Greene	TOYO KAISEN KAISHA	On 22nd inst., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KORBA	Am. str.	—	A. W. Nelson	PACIFIC MAIL S.S. Co.	To-morrow, at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SIBERIA	Am. str.	—	A. Zeeder	GIBB, LIVINGSTON & Co.	On 15th inst., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 11th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 17th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	L. Klugkist	MELBORES & Co.	On 27th inst., at 9 A.M.
MEKICAN, PERUVIA & CHILE PORTS VIA JAPAN	ANJO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	To-morrow, at Noon.
JAPAN	TIPANAS	Dut. str.	—	—	JATA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MOJI	YATHING	Brit. str.	—	R. Y. Anderson	JARDINE, MATHESON & Co., Ltd.	On 2th inst., at Noon
YOKOHAMA & KOBE VIA SHANGHAI	CHINA	Aus. str.	—	—	SANDER, WILKES & Co.	About 1st Jan.
KOBE	COBLENZ	Ger. str.	—	L. Klugkist	MELBORES & Co.	About 9th inst.
KOBE & MOJI	JAPAN	Brit. str.	—	C. P. Seddon	DAVID SASSON & Co., Ltd.	On 15th inst.
KOBE & YOKOHAMA	YATASAKI MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 18th inst., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 6th inst., at 11 A.M.
CHINWANTAO	HOPANG	Brit. str.	—	Robertson	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 3 P.M.
SHANGHAI	KUICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	TOGA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	To-day.
SHANGHAI	ANJO MARU	Jap. str.	—	J. H. Harris	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI & TSINGTAU, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 P.M.
SHANGHAI & TSINGTAU	BURELOW	Ger. str.	—	C. Nabrah	MELBORES & Co.	About 12th inst.
SHANGHAI & TSINGTAU, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	On 15th inst., at Noon
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	Brit. str.	—	P. S. Ram, R.N.R.	P. & O. S. N. Co.	About 14th inst.
SHANGHAI, KOBE & YOKOHAMA	PAUL LECAT	Freem. str.	—	Lancelin	MESSENGERS MARITIMES	On 15th inst.
SHANGHAI, KOBE & MOJI	NAMANG	Brit. str.	—	P. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	JENABA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 16th inst.
SHANGHAI, MOJI & KOBE	PENANG MARU	Jap. str.	—	Marazami	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ONYLON	Swed. str.	—	—	ANTHUR NISSON & Co.	On 17th inst.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathral	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI	HIMALAYA	Brit. str.	—	H. G. Evans, R.N.R.	P. & O. S. N. Co.	About 19th inst.
SHANGHAI & TSINGTAU	YINCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst., at Noon
SHANGHAI	KOEBEE	Aus. str.	—	—	SANDER, WILKES & Co.	On 22nd inst., at 6 A.M.
SHANGHAI	TIHODAS	Dut. str.	—	—	JATA-CHINA JAPAN LINE	Quick despatch.
POOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHIN KAISHA	On 17th inst., at Noon
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSHIN KAISHA	To-morrow, at 8 A.M.
TAMSIU VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSHIN KAISHA	On 14th inst., at 10 A.M.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	2 h.	W. O. Cassamara	DOUGLAS LAFRAIE & Co.	To-day, at 11 A.M.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIE & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & POOCHOW	HAITAN	Brit. str.	2 h.	A. E. Hodgkin	DOUGLAS LAFRAIE & Co.	On 12th inst., at 11 A.M.
SWATOW, AMOY & POOCHOW	HAITAN	Brit. str.	2 h.	J. S. Koch	DOUGLAS LAFRAIE & Co.	On 16th inst., at 11 A.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	YUNSHANG	Brit. str.	—	Jarrett	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZATBO	Am. str.	—	F. S. McManney	ANTHUR NISSON & Co.	On 12th inst., at 4 P.M.
MANILA, CEBU & ILOILO	CHIRHUA	Brit. str.	1 k.	Finlayson	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str.	—	J. Miller	SHAWAN, TOMES & Co.	On 23rd inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TIJABONG	Dut. str.	—	T. Hori	NIPPON YUSEN KAISHA	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	KAMATAMA MARU	Jap. str.	—	K. S. S. S.	OSAKA SHOSHIN KAISHA	To-morrow, at Noon
BOMBAY VIA SINGAPORE, PENANG & COLOMBO	LURON MARU	Jap. str.	—	C. J. Swanson, R.N.R.	DAVID SASSON & Co., Ltd.	To-day, at 3 P.M.
SINGAPORE, PENANG, & CALCUTTA	TORILLA	Brit. str.	—	Noguchi	NIPPON YUSEN KAISHA	On 15th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CEYLON MARU	Jap. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon
SINGAPORE, PENANG & CALCUTTA	FOOKANG	Brit. str.	—	H. Mathias	BUTTERFIELD & SWIRE	On 12th inst., at 10 A.M.
HAIPHONG	BUNGKIANG	Brit. str.	1 m.	J. Koshida	MELBORES & Co.	On 3rd Jan.
JESSELTON, KUDAT & SANDAKAN	BORENG	Ger. str.	—	—	—	—

CANADIAN PACIFIC  
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL					FROM L'POOL					FROM VANCOUVER				
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	St. John's	Liverpool		Steamers	Liverpool	St. John's	N.B.		Steamers	Vancouver	Yokohama	Kobe	Nagasaki
EMPEROR OF RUSSIA	Thurs. 12 Dec.	21 Dec.	23 Dec.	25 Dec.	27 Dec.	8 Jan.	14 Jan.	21 Jan.		EMPEROR OF RUSSIA	19 Nov.	14 Nov.			EMPEROR OF RUSSIA	19 Nov.	3 Dec.	4 Dec.	6 Dec.
EMPEROR OF ASIA	Thurs. 1 Jan.	4 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.	24 Jan.	31 Jan.		EMPEROR OF ASIA	21 Nov.	28 Nov.			EMPEROR OF ASIA	4 Dec.	15 Dec.	16 Dec.	18 Dec.
EMPEROR OF INDIA	Thurs. 15 Jan.	18 Jan.	22 Jan.	25 Jan.	28 Jan.	8 Feb.	14 Feb.	21 Feb.		EMPEROR OF INDIA	—	—			EMPEROR OF INDIA	11 Dec.	27 Dec.	30 Dec.	1 Jan.
EMPEROR OF JAPAN	Thurs. 15 Jan.	8 Feb.	10 Feb.	12 Feb.	14 Feb.	26 Feb.	4 Mar.	11 Mar.		EMPEROR OF JAPAN	6 Dec.	13 Dec.			EMPEROR OF JAPAN	18 Dec.	1 Jan.	2 Jan.	4 Jan.
EMPEROR OF ASIA	Thurs. 19 Feb.	22 Feb.	23 Feb.	25 Feb.	27 Feb.	8 Mar.	14 Mar.	21 Mar.		EMPEROR OF ASIA	—	—			EMPEROR OF ASIA	—	—	—	—

## PASSAGE RATES—HONGKONG TO LONDON.

	VIA ST. JOHN, N.B.	VIA NEW YORK.
EMPEROR OF RUSSIA	Meals and Sleeping	\$71.10
EMPEROR OF ASIA	Car Berth across	\$65 —
EMPEROR OF INDIA	Canada 20 additional.	\$65 —
EMPEROR OF JAPAN		\$43 —
MONTEAGLE		\$45 —

Hour of Departure.—All Steamers sail from Hongkong at Noon.  
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KAISEN KAISHA.  
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.  
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired. Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,  
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

## SHIPPING

## ARRIVALS.

ANNUR, British str. 1,387, Harris, 8th December—Shanghai 4th December, General—Butterfield & Swire.  
AUSTRALIA, Russian str. 2,264, Feodoroff, 7th December—Shanghai 3rd December, Nil—Bradley & Co.  
CHUSSANG, British str. 1,418, G. J. Matlock, 6th December—Scriabaya 24th December, Sugar—Jardine, Matheson & Co.  
GLENROCH, British str. 2,900, F. J. Stallard, 8th December—Shanghai 5th December, General—Shewan, Tomes & Co.  
KAOI MARU, Japanese str. 2,145, C. Yukuda, 7th December—Mitsui 1st December, Coal—Mitsui Bussan Kaisha.  
KOURSK, Russian str. 4,560, P. d'Arca, 8th December—Odessa 2nd December, General—Russian Volunteer Fleet.  
KWONGSANG, British str. 1,498, W. E. Richard, 5th December—Swatow 7th December, General—Jardine, Matheson & Co.  
LIZ, Japanese str. 4,075, K. Sugawa, 5th December—Kobe 4th December, General—Order.  
NINORO, British str. 1,418, Pickard, 5th December—Hongkong 6th December, Coal—Butterfield & Swire.  
SADO MARU, Japanese str. 6,227, K. Asakawa, 5th December—Seattle 4th November, General—Nippon Yusen Kaisha.  
SIBERIA, American str. 5,655, A. Zeeder, 8th December—San Francisco 12th November, Mails and General—Pacific Mail S.S. Co.  
ZAFIRO, American str. 1,405, F. S. MacMurray, 5th December—Swatow 7th December, Hemp and General—Shewan, Tomes & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
December 8th.  
AUSTRALIA, French str. for Singapore.  
BENLUCHE, British str. for Nagasaki.  
C. DIENERICHSEN, Ger. str. for Hothow.  
ELSBETH, German str. for Hothow.  
ESANG, British str. for Shanghai.  
HUCHOW, British str. for Canton.  
KOURSK, Russian str. for Vladivostok.  
SABINE RICKERS, Dutch str. for Canton.

## DEPARTURES.

December 8th.  
ANNUR, British str. for Canton.  
COLOMBO MARU, Jap. str. for Bombay.  
KANOWH, British str. for Canton.  
KWANGTAI, Chinese str. for Canton.  
PAOTING, British str. for Shanghai.

## VESSELS EXPECTED.

THE AUSTRALIAN MAIL.  
The I.G.M. str. Coblenz left Manila on the 6th December, at midnight, and may be expected here on the 9th December, at 8 a.m.  
The E. & A. str. Eastern, from Sydney, etc., left Port Darwin (via Manila), for this port on the 1st December, and may be expected to arrive here on or about 18th December.  
The N.Y.K. str. Tanga Maru (Australian Line) left Sydney for this port via ports on the 28th November, and is expected here on the 15th December, a.m.

THE GERMAN MAIL.  
The I.G.M. str. Huelin, carrying the German mails, with dates from Berlin of the 12th November, left Colombo on the 20th November, p.m., and may be expected here on or about the 11th December.

## MERCHANT STEAMERS.

The I.G.M. str. Turek left Shanghai on the 6th December, at 3 p.m., and may be expected here on or about the 9th December, at daylight.  
The N.Y.K. str. Miyazaki Maru (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.  
The Swedish East Asiatic Co.'s str. Ceylon left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.  
The N.Y.K. str. Penang Maru (Bombay Line) left Bombay for this port via Singapore on the 30th November, and is expected here on the 18th December.  
The N.Y.K. str. Kanagawa Maru (Calcutta Line) left Calcutta for this port via ports on the 1st December, and is expected here on the 20th December.  
The American and Manchurian Line str. Kandahar left New York on the 25th October, and is due here on or about the 20th December.  
The Danish str. Tranquebar left Port Said on the 5th December, and may be expected here on or about 31st December.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Namsang, from Calcutta, is due in Hongkong 12th December.  
Yaching, from Calcutta, is due in Hongkong 15th December.

## SHIRE LINE, LIMITED.

Merionethshire, from London, is due in Hongkong 20th December.  
Mondnock, from Seattle, is due in Hongkong 11th December.

Monmouthshire, passed Canal, is due in Hongkong 27th December.  
Den of Glamis, from Seattle, is due in Hongkong 28th December.  
Solweig, from Seattle, is due in Hongkong 3rd January.

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR  
SHANGHAI "KWONGSANG" Friday, 12th Dec., Noon.  
CHINWANTAO "HOPANG" Friday, 12th Dec., 3 P.M.  
MANILA "YUENSANG" Saturday, 13th Dec., 2 P.M.  
SHANGHAI, KOBE & MOJI "NAMSANG" Tuesday, 16th Dec., D'light.  
SINGAPORE, PENANG & CALCUTTA "LAISANG" Thursday, 18th Dec., Noon.  
YOKOHAMA, KOBE & MO







# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES and Plymouth	SUNDA Capt. C. E. Irving, R.N.R.	To A.M. 10th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	BORNEO Capt. P. S. Ram, R.N.R.	About 14th Dec.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. H. G. Evans, R.N.R.	About 19th Dec.	Freight and Passage.
LONDON via Usual Ports OF CALL	DELTA Capt. W. R. Le Mare, R.N.R.	Noon, 20th Dec.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 9th December, 1913.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"HUICHOW"	On 9th Dec., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 9th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 11th Dec., 4 P.M.
SHANGHAI	"SUNGKIANG"	On 12th Dec., 10 A.M.
SHANGHAI & TSINGTAU	"CHENAN"	On 13th Dec., 10 A.M.
MANILA, CEBU and ILOILO	"CHINUA"	On 15th Dec., 4 P.M.
SHANGHAI	"LUCHOW"	On 18th Dec., 4 P.M.
SHANGHAI & TSINGTAU	"YINGCHOW"	On 20th Dec., 10 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the Saloon-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land—Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.  
For Freight or Passage apply to—  
**BUTTERFIELD & SWIRE,**  
HONGKONG, 9th December, 1913. TELEPHONE 36. AGENTS.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.  
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. W. C. Passmore	TUESDAY, 9th Dec., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 12th Dec., at 11 A.M.
"HAIYANG"	Capt. J. S. Bosch	TUESDAY, 16th Dec., at 11 A.M.

For **SWATOW AND RETURN.**  
(Occupying 3 Days).  
"HAIMUN" ... Capt. J. W. Evans ... WEDNESDAY, 10th Dec., at 11 A.M.  
"HAIMUN" ... Capt. J. W. Evans ... SUNDAY, 14th Dec., at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—  
**DOUGLAS LIPPAIK & Co.,**  
GENERAL MANAGERS.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th Dec.	On 11th Dec., 10 A.M.
EASTERN	13th Dec.	On 2nd Jan., 10 A.M.
ALDENHAM	24th Jan.	On 13th Feb., 10 A.M.
EMPIRE	24th Jan.	On 13th Feb., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.  
For further particulars apply to  
**GIBB, LIVINGSTON & Co.,**  
AGENTS.

## HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK  
and from MANILA, HONGKONG and JAPAN to  
VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lieben, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE AND YOKOHAMA:	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. JEANARA ... 16th Dec.	S.S. BRASILLIA ... 17th Dec.
S.S. SILESIA ... 20th Dec.	FOR HAVRE, BREMEN, BREMEN & HAMBURG:
S.S. FRIEDRICH ... 30th Dec.	S.S. ISTRIA ... 20th Dec.
S.S. C. D. A. HLEBS ... 9th Jan.	FOR HAVRE, BREMEN & HAMBURG:
S.S. BELGRAVIA ... 13th Jan.	S.S. ALTMARK ... 26th Dec.
S.S. SPEZIA ... 23rd Jan.	FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SCANDIA ... 9th Feb.	S.S. FUEBSTER BUELOW ... 29th Dec.
S.S. HOERDE ... 24th Feb.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BAYERN ... 2nd Mar.	S.S. C. FELD LAEISZ ... 2nd Jan.
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. GOLDENFELS ... 11th Jan.

For Further Particulars, apply to—  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

# TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

## VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots	MON., 22nd Dec.
NIPPON MARU	11,000—18 knots	WED., 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.
HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots	

\* via MANILA. Omitting Shanghai.  
All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS)	\$120.
FIRST CLASS TO NEW YORK	\$60.		\$96.10.
" " " SAN FRANCISCO	\$45.		\$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICAN LINE.

## VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY  
TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	18,500—15 knots	WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—  
**S. MORIMOTO, AGENT,**  
King's Building.

TELEPHONE 291.

## SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC  
TOYO KISEN KAISHA  
TRANS-CONTINENTAL  
WESTERN PACIFIC  
DENVER AND RIO GRANDE.  
MAIL SHIP SERVICE.

STEAMSHIP	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots
S.S. CHIYO MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU	11,000	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unexcelled Cuisine.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Car—Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenery—A record of Miles through the Gorgeous Scenery of the Sierras—Festive River Canons—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 628.

**C. LACY GOODRICH,**  
GENERAL ORIENTAL AGENT,  
75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

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## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.  
S.S. "AFRICA" 8,840 tons, will leave as above on 15th Dec., at 4 P.M.  
Superior accommodation for 1st, and 2nd Class passengers, no curfew, no tips, no inside cabins.  
S.S. "AFRICA" (Venice), 250 1st, 436 2nd, 219 3rd Class.  
FARES: Hongkong-Trieste (Venice), 250 1st, 436 2nd, 219 3rd Class.  
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (COLOMBO), COLOMBO, ADEN, SUVA AND PORT SAID.  
S.S. "E. F. FERDINAND" 12,000 tons, will leave as above about 31st December.  
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardess, Wireless Telegraphy.  
RAILWAY FARES: Trieste-London.

Via Venice, Milan, Simplicon, Langsue, Paris, Calais or Boulogne, Class I £2.15, II £2.1.5.  
BY ST. GOTTHARD EXPRESS:  
Via Venice, Milan, St. Gotthard, Lugano, Basle, Leon, Calais or Boulogne, Class I £2.15, II £2.1.5.  
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £2.11, II £2.5.5.  
BY TAVERN EXPRESS:  
Via Munich, Cologne, Bonn or Flinsching, Class I £2.15, II £2.1.5.

TO SHANGHAI.  
S.S. "KOEBER" 9,900 tons, will leave as above on 2nd January, at 6 A.M.  
FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 23 3rd Class.  
NO KOBE via SHANGHAI, YOKOHAMA.

S.S. "CHINA" 11,800 tons, will leave as above about 1st January.  
Cargo taken at through rates to all ports in British, Levant, Black Sea & Danube, also North & South America.

**SANDER, WILBER & Co., AGENTS,**  
Hongkong, 2nd December, 1913. Princes' Building.

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# NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YOROK" Capt. F. LOEBER	17,000	Wed., 10th Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE, and YOKOHAMA	"BUELOW" Capt. C. NABRATH	16,900	About Friday, 12th Dec.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. L. KLOUGRIST	6,750	Saturday, 27th Dec., at 9 A.M.
KOBE	"COBLENZ" Capt. L. KLOUGRIST	6,750	Next Tuesday, 9th Dec.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEBER	5,000	Saturday, 3rd Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars, apply to  
**NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,**  
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 9th December 1913

## PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
* "PRINZ LUDWIG" Capt. F. VON BINZER	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN" Capt. A. AELBORN	17,300	ON FEBRUARY 18TH.
* "DERFFLINGER" Capt. F. PROESCH	17,250	ON MARCH 3RD.
"KLEIST" Capt. L. MAASS	17,000	ON MARCH 18TH.
* "PRINZETTEL FRIEDRICH" Capt. C. MUNDT	17,000	ON MARCH 31ST.
"YORK" Capt. F. LOEBER	17,000	ON APRIL 15TH.
* "PRINZESS ALICE" Capt. J. BORTFELDE	20,300	ON APRIL 28TH.

\* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.  
For Further Particulars, please apply to  
**MELCHERS & Co., GENERAL AGENTS,  
NORDDEUTSCHER LLOYD, BREMEN.**

Hongkong, 10th October, 1913. [1160]

## PASSENGERS. ARRIVED.

Per *Anhui*, from Shanghai, Mrs. Walker and children and Mr. J. Woot.

Per *Zefira*, from Manila, Messrs. Harne, Leon, Jas. R. Driggs and S. Clark.

Per *Sado Maru*, for Hongkong, from Seattle, etc., Capt. and Mrs. R. O. F. Mann, Mr. and Mrs. C. E. Simpson and 2 children, Mrs. M. MacLachlan, Mr. G. Anderson, Mr. H. J. Kenny, Mr. P. W. Reid, Dr. H. Yuen, Mr. V. Jacoble, Mr. and Mrs. A. F. Dennhardt, Mr. A. B. Bradbury and Mr. P. H. Maynard.

Per *Siberia*, for Hongkong, from San Francisco, etc., Dr. B. Alfano, Mr. H. H. Belmer, Mr. G. E. Carpenter, Miss Margaret Crabtree, Mrs. Mary F. Dee, Mr. and Mrs. H. J. Geddes, Dr. Bernard Herstein, Mr. J. H. Jenkins, Mr. M. Jones, Mr. J. Landolt, Mr. W. P. Mobley, Miss G. Daniels, Miss J. Bicknell, Mr. G. G. Utley, Mr. and Mrs. G. A. Reid, Dr. and Mrs. F. L. Atkinson, Mr. and Mrs. J. Krauskopf, Miss S. Krauskopf, Mrs. J. E. Kemp, Mr. and Mrs. Wm. McDonald, Mr. and Mrs. H. A. Scott and servant, Mr. J. W. Platner, Mrs. C. E. Meyers, Mr. D. Murphy, Mrs. M. B. Paul, Rev. and Mrs. S. C. Peoples, Dr. Mary H. Robinson, Mr. and Mrs. Wm. J. Shedwick, Miss E. Shedwick, Mr. J. R. Sindlinger, Mrs. D. Smith, Mr. and Mrs. A. Strauss, Jr. and infant, Mr. A. M. Wiley, Mr. A. H. Williams, Miss Harriet E. Worthington, Miss Helen Eames, Mr. A. G. Eames, Mr. and Mrs. G. Roy Clark, Mr. and Mrs. C. J. True, Miss G. Latz, Capt. G. Beardsley, Mr. R. L. Grant, Mr. H. Readman, Mr. W. Wilmer, Mr. M. R. Judah, Mrs. R. Graham, Mr. and Mrs. B. C. Monville.

EXPECTED.

Per *Nippon Maru*, from London November 28th—Miss A. M. M. Corbett, Lieut. W. Rawlinson, Mr. and Mrs. MacKenzie, Miss MacKenzie, Miss H. T. MacKenzie, Mrs. J. J. Thompson, Miss C. M. Thompson, Master F. M. Thompson, and Mrs. Chapple and 2 children—Dr. and Mrs. N. Davis, Master H. Davis, Bishop and Mrs. Banister, Miss Banister, Mr. W. T. Puddephat, Mr. R. C. Turner, Mr. Banister, Mr. H. Morgan, Mr. and Mrs. W. Tohl, Master W. Tohl, Miss H. Tohl, Mrs. A. Mackay, Mr. A. Edwards, Mrs. Stevenson, Master Stevenson, Mrs. J. D. Edwards, Mr. S. H. Spaulding, Mr. and Mrs. A. Michael.

## SHIPPING REPORT.

The British str. *Anhui* reports: Light northerly wind, clear and fine weather with smooth sea.

## ON SALE AT THE "LONGKONG DAILY PRESS" OFFICE.

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ... .. \$1.

Hongkong, 6th October, 1913.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Ala-rity, despatch-boat, 1,700 tons, 4 guns, 2, 00 i.h.p., Comdr. A. Cochrane, Amoy.

Atlas, admiral's tug, 615 tons, 1,400 i.h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Frith, Yangtze.

Britonart, gunboat, 710 tons, 885 h.p., Lieut. Comdr. W. H. Darwall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Comdr. Hugh P. B. T. Williams, Shanghai.

Cherub, water tank and tug, 390 tons, 340 i.h.p., Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut. Comdr. Wilkinson, Hongkong.

Hamphire, 1,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, on route to Hongkong.

Kinsha, 616 tons, 1,200 i.h.p., Lieut. Comdr. H. Marryatt, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Passo, Hongkong.

Minotaur, armoured cruiser (flagship) Vice-Admiral T. H. Jerram, C.B., 27,000 i.h.p., Capt. E. B. Kiddle, Hongkong.

Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt. Comdr. Alan Dixon, Canton.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 f.d., Capt. F. A. Fowlett, Hongkong.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. Malcolm Murray, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Wilkinson, Hongkong.

Ribble, T.B.D., 590 tons, 7.5 f.d., 6 guns, Lieut. Comdr. E. J. G. Mackintosh, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Fleetwood-Nash, West River.

Resarig, depot ship for submarines, 980 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Snipe, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Kyder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore E. Anstruther, C.M.G., Hongkong.

Triumph, battleship, 11,885 tons, 12,500 i.h.p., Captain Philip Streetfield, M.V.O., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. Hon. Guy Stopford Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lt. Comdr. H. R. N. Cottrell-Dormer, Hongkong.

Uak, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Hongkong.

Virago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. Eddiam Whelham, Hongkong.

Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Hongkong.

Whiting, torpedo boat destroyer 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. R. Neville, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. J. C. F. Borrett, Yangtze.

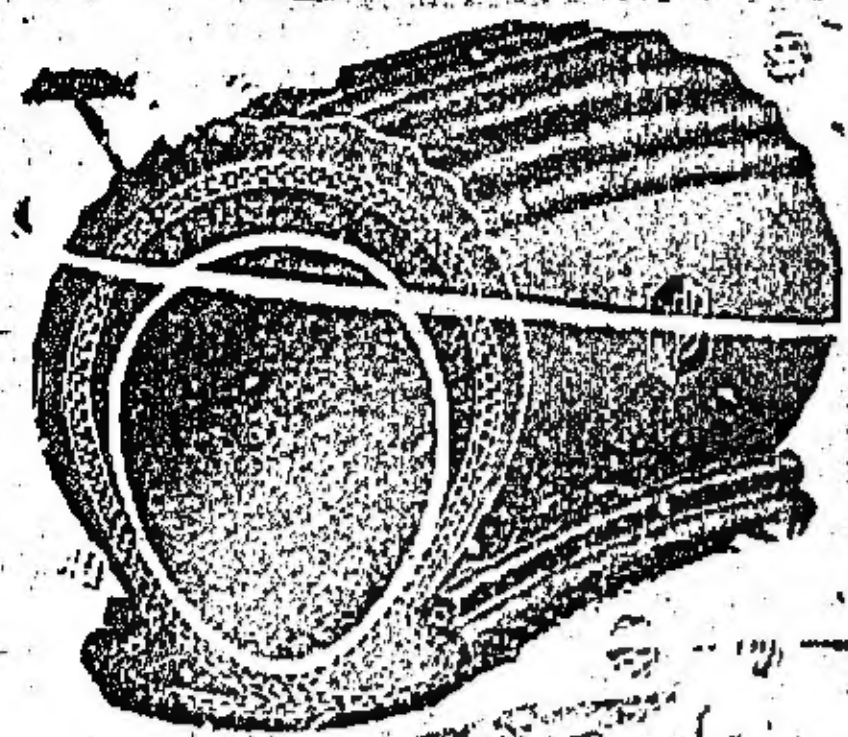
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Comdr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt. Comdr. Robin W. Lloyd, Yangtze.

Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochrane, Shanghai.



## PETER UNION



## RICKSHAW TYRES

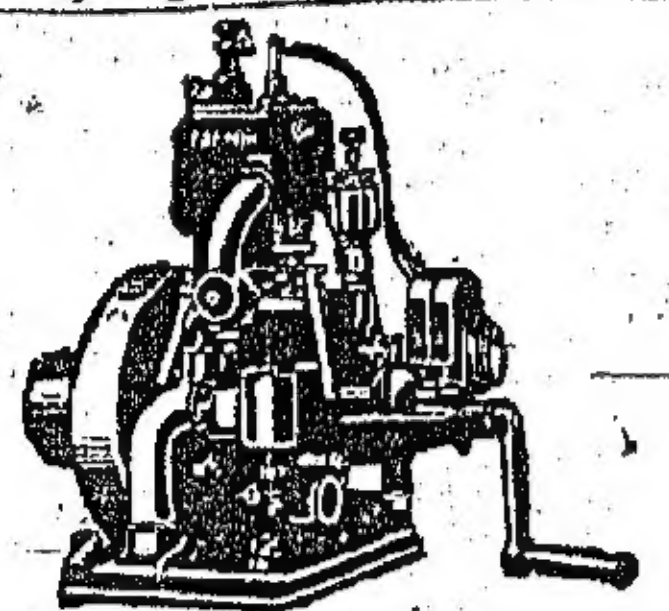
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AGENT:

HUGO C. A. FROMM.

Hongkong, 5th December, 1913.

[44-35]



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of really reliable Type.

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## RICKSHAW AND

## BICYCLE SPOKES.

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[44-47]

Hongkong, 5th December, 1913.

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\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

TEL. 960.

Hongkong, 5th December, 1913.

[44-45]

## POST OFFICE NOTICE.

The York, with the MAIL FROM LONDON (via Siberia) of Wednesday, the 19th, and Friday, the 21st ult., is due to arrive here to-day.

The Bulon, with the GERMAN MAIL, left Singapore on Saturday, the 6th inst., at 8 p.m., and may be expected to arrive here on Thursday, the 11th inst., at night.

FOR	PER	DATE
Japan via Nagasaki and Vladivostok	Kowloon	Tuesday, 9th, 8.00 A.M.
Hoihow	Elbow	Tuesday, 9th, 8.00 A.M.
Haiphong, Pakhoi and Saigon	Carl Diederichsen	Tuesday, 9th, 8.00 A.M.
Swatow, Amoy and Foochow	Huiching	Tuesday, 9th, 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN via NAAGAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA).

*Straits and India via Calcutta	Torilla	Tuesday, 9th, 8.00 P.M.
Philippine Islands	Tan	Tuesday, 9th, 8.00 P.M.
Shanghai and North China	Kanchow	Tuesday, 9th, 8.00 P.M.
Shanghai and North China	Huichow	Tuesday, 9th, 8.00 P.M.
Japan via Moji	Tanaka Maru No. 12	Tuesday, 9th, 8.00 P.M.
Swatow, Amoy and Formosa via Amoy and Takao	Sosho Maru	Tuesday, 9th, 8.00 P.M.
Straits, Ceylon and India via Bombay	Luzon Maru	Tuesday, 9th, 8.00 P.M.
Japan via Kobe	Coblenz	Tuesday, 9th, 8.00 P.M.

Swatow	Sunda	Wednesday, 10th, 8.00 A.M.
Straits and Ceylon	Sunda	Wednesday, 10th, 9.00 A.M.

STRAITS, BURMA, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via NAPLES

Swatow	Haiman	Wednesday, 10th, 10.00 A.M.
Shanghai, North China, Japan via Nagasaki	Panama Maru	Wednesday, 10th, 11.00 A.M.

*Victoria, B.C., and Tacoma	St. Albans	Thursday, 11th, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Thursday Islands	Anjo Maru	Thursday, 11th, 11.00 A.M.

Japan via Tokyo and Moji	Hongkong	Thursday, 11th, 11.00 A.M.
*Hilo, Manzanillo, Salina Cruz, Arica, Iquique, Valparaiso and Coronel	Anhus	Thursday, 11th, 3.00 P.M.

Hoihow, Bangkok, Pakhoi and Saigon	Bulow	Friday, 12th, 9.00 A.M.
Shanghai and North China	Chunyang	Friday, 12th, 9.00 A.M.

SHANGHAI, NORTH CHINA, AND JAPAN via NAAGAKI	Mausang	Friday, 12th, 9.00 A.M.
(EUROPE via SIBERIA)	Haigang	Friday, 12th, 10.00 A.M.

Haiphong, Pakhoi and Saigon	Kuangsang	Friday, 12th, 11.00 A.M.
Swatow, Amoy and Foochow	Hepang	Friday, 12th, 2.00 P.M.

*Shanghai and North China	Lojira	Friday, 12th, 3.00 P.M.
*Chingwan	Yuenang	Saturday, 13th, 1.00 P.M.

Philippine Islands	Chenau	Saturday, 13th, 5.00 P.M.
Shanghai, North China and Tsingtau	Haiman	Sunday, 14th, 9.00 A.M.

(EUROPE via SIBERIA)	Namsang	Monday, 15th, 5.00 P.M.
Swatow	Sado Maru	Tuesday, 16th, 10.00 A.M.

*Shanghai, North China and Japan via Kobe	Haitan	Tuesday, 16th, 10.00 A.M.
*Victoria, B.C., and Seattle		

Swatow, Amoy and Foochow		
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SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via MARSHALLS (Late Letters 11 to NOON Extra postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Philippine Islands	Chinhua	Tuesday, 16th, 3.00 P.M.
Straits and Ceylon	Kaya Maru	Tuesday, 16th, 5.00 P.M.

Japan via Nagasaki	Tango Maru	Wednesday, 17th, 10.00 A.M.
Philippine Is., Australia, Tasmania and New Zealand via Thursday Island	Kumano Maru	Wednesday, 17th, 11.00 A.M.

Straits and India via Calcutta	Laisang	Thursday, 18th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAAGAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of Japan	Thursday, 18th, 10.00 A.M.

Shanghai and North China	Luchow	Thursday, 18th, 3.00 P.M.
Japan via Yokohama	Yatsing	Saturday, 20th, 1.00 P.M.

Philippine Islands	Loongsang	Saturday, 20th, 1.00 P.M.
Shanghai, North China and Tsingtau	Yingchow	Saturday, 20th, 5.00 P.M.

(EUROPE via SIBERIA)

## COMMERCIAL.

## CLOSING QUOTATIONS.

December 8th

ON LONDON—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	112 1/2
Credits, at 4 months' sight	112 1/2
Documentary Bills 4 months' sight	112 1/2
ON PARIS—	
Bank Bills, on demand	248 1/2
Credits, at 4 months' sight	253 1/2
ON GERMANY—	
On demand	201 1/2
ON NEW YORK—	
Bank Bills, on demand	47 1/2
Credits, at 60 days' sight	48 1/2
ON BOMBAY—	
Telegraphic Transfer	146 1/2
Bank, on demand	146 1/2
ON CALCUTTA—	
Telegraphic Transfer	146 1/2
Bank, on demand	146 1/2
ON SHANGHAI—	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA—	
On demand	95 1/2
ON MANILA—	
On demand	95 1/2
ON SINGAPORE—	
On demand	95 1/2
ON BATAVIA—	
On demand	118 1/2
ON HAIPHONG—	
On demand	1 1/2 p.m.
ON SAIGON—	
On demand	78 1/2
ON HONGKONG—	
Bank's Buying Rate	\$10.15
GOLD LEAF, 100 fine, per tael	\$33.30
SILVER, per oz.	2 1/2

## SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.
Chinese	10 "	\$9.35 discount
Hongkong	20 "	\$6.50 "
Hongkong	10 "	\$9.90 "

## MAILS VIA SIBERIA.

London	Dec 21st	Dec 22nd
St. Petersburg	Dec 21st	Dec 22nd
Yokohama	Dec 21st	Dec 22nd
Hongkong	Dec 21st	Dec 22nd

## SHARE LIST—QUOTATIONS.

HONGKONG, 6th DECEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTE.	RETURN ON BASIS OF LAST DIV'D.
BANKS—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$91, buyers	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$9	all	\$41, sellers	
China Banking Corporation, Ltd.	50,000	\$1	all	\$81	7 1/2 p.c.
China Foreign Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$81	
COTTON MILLS—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 145, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9, sellers	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$7, buyers	
DOCKS AND WHARVES—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$91, sellers	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$35	all	\$75, sales	3 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$81	7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,702	Tls. 100	all	Tls. 54	
S'hai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 110	
Green Island Cement Co., Limited	400,000	\$10	all	\$54	
Hongkong Electric Co., Limited	60,000	\$10	all	\$45, buyers	4 p.c.
Hongkong Hotel Company Limited	12,000	\$80	all	\$125, sellers	5 p.c.
MANILA METROPOLITAN HOTEL, Limited	15,000	\$25	all	\$185, sales	5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$10	all	\$221	9 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	15,000	\$10	all	\$2	
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Steel Foundry Co., Ltd.	325,000	\$1	all	\$6, sellers	
Hongkong Tramway Co., Ltd.					
INSURANCE—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$320, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$162, sellers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$85	\$25	\$390	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 133 1/2	6 1/2 p.c.
Union Insurance Society, Limited	12,403	\$50	\$10	\$100	
Yangtze Insurance Association, Ltd.	12,000	\$100	\$20	\$192 1/2, @ Ex 73	
LANDS AND BUILDINGS—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$114, buyers	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$91	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$45	7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 94	
West Point Building Co., Limited	12,500	\$50	all	\$68, sellers	5 1/2 p.c.
Masthead for Mijia, Boschon	25,000	Gda. 10	all	Tls. 231, buyers	
Landmark exploitation in Langkat					
MINING—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$3,0	
Heewood Tin and Rubber Estate, Ltd.	822,000	\$1	all	\$26	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$31	
Trouth Mines, Limited	100,000	\$1	all	\$43	
Peak Tramways Co., Limited	25,000	\$10	all	\$104	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	all	\$5	
Pulper and Paperworks du Toukin Societe des	13,200	\$50	all	\$20, sellers	
REFINERIES—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$97, sellers	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$33, sellers	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9, buyers	5 p.c.
Douglas Steamship Co., Limited	20,000	\$15	all	\$23, buyers	7 1/2 p.c.
H'kong, Canton & Mocho S.B. Co., Ltd.	80,000	\$15	all	\$81, 1/2 p.c.	
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	\$137.50, 6 p.c.	
Shell Transport & Trading Co., Ltd.	2,500,000	\$10	all	\$45, buyers	3 1/2 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$27, sellers	
South China Morning Post, Limited	6,000	\$25	all	\$41, buyers	
Stean Laundry Company, Limited	20,000	\$5	all	\$41, buyers	
STONES AND DISPENSARIES—					
Powell, Wm., Limited	15,000	\$7	all	\$91, sellers	4 p.c.
Watson & Co., A. S. Limited	32,000	\$10	all	\$3, sales	
Union Waterboat Co., Limited	50,000	\$10	all	\$17	5 1/2 p.c.

Para Rubber in London ... 3 1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Par.

VERNON &amp; SMYTH, Share Brokers.

## TO-MORROW

11 a.m.—Auction of H.M.S. "Handy" and H.M.S. "James" on Board, by Messrs. Hughes & Hong.

9.15 p.m.—Kinophone at the Theatre Royal.

## FORTHCOMING EVENTS.

Tuesday, 6th Jan.—

Noon—Geo. Fenwick & Co., Ltd., General Meeting.

## FOR SALE.

GAS COMPRESSOR WITH ELECTRIC MOTOR AND FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.

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## HONGKONG HANSARD REPORTS

of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY THE MEMBERS.

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DAILY PRESS OFFICE.

Hongkong, 25th Jan., 1913.

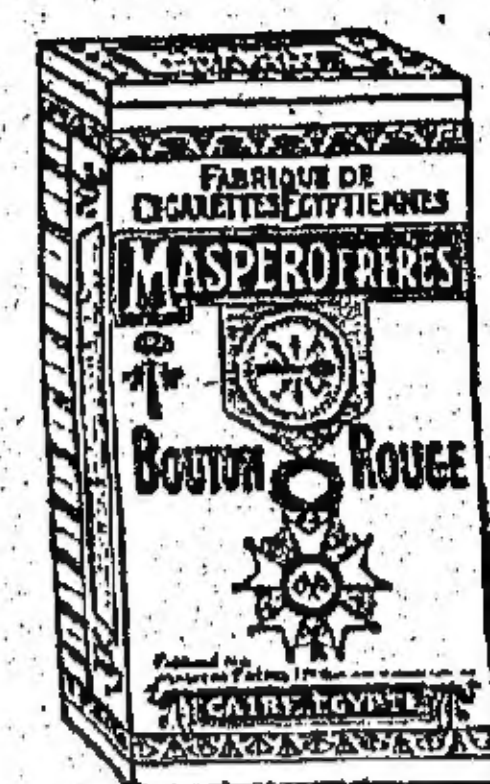
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